

(ESTABLISHED 1881.)

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(25th January.)

merchandise, with the exception of those of highest standing, are experiencing much difficulty in meeting their obligations. Export merchants are not in much better case. For instance, Chinese merchants depending upon a long-established trade have been placed in a very difficult position in their transactions with customers in China. A large many of them, it is said, have been compelled to go to foreign banks. Our Japanese contemporaries point out that the action taken by the Specie Bank is the result of a want of funds, and the only remedy available is an increase of capital. Merchants engaged in foreign trade are naturally hoping that such an increase may be adopted, and for so that the start of drafts may be restored.

THE STRAITS OPIUM COMMISSION.
MISSION.
(30th January.)

A few days ago the members of the Opium Commission returned to Singapore from their tour to Penang and the Federated Malay States, and it is understood, are engaged in drafting their report. Commenting on that fact the *Singapore Free Press* reverts the subject on the 18th January, and in a leading article says:—“It is nearly six months since that Commission, consisting of well-known residents of Singapore, was appointed at the instance, not of the Government of the Colony, but of the Home Government, with the object not of meeting any desire of the Colonial Government for information, but to suit the political exigencies of the present parliamentary situation, and to gratify the prejudices of an active agitation within the United Kingdom, which, because it possesses a certain degree of influence in the House amongst Members who are, or find it convenient to profess to be, in sympathy with that agitation, has to be considered and cogitated, no matter at whose expense or inconvenience. Now the fact is that the gentlemen of the Opium Commission have, as is, a matter of fairly general knowledge, found their labours far more exacting than any one could have suspected when they with great good nature, and a desire to be of service to the Colonial Government, consented to sacrifice much of their professional time and private leisure in order to collect evidence and prepare a report, which in whatever terms it might be couched was obviously to be assumed by the Imperial Government as an engine for the interference with the Colony's excise system; if any way that could be achieved to the serious dislocation of our revenue; if any way that could be achieved. The one admirable fact of the situation is to be found in the dictum of Mr. John Morley, as Secretary of State for India, uttered in the House of Commons, in his Budget speech of 1907, referring to the petition and addresses sent to him on the Opium traffic,” declaring that England as a nation ought to consider “Righteousness before revenue.” “Yes,” said he—“but surely you ought not to satisfy your own righteousness at the expense of other people's revenue.” But it seems to us that that is the prime object of the anti-opium agitation in England and like the small boy and the cake of soap “they won't be happy till they get it.” By the Colonial Office, when it forwarded the Governor of this Colony the reference that was to form the basis of the inquiry to the Commission to be appointed here, it did not hesitate, when it was published, to denounce as transparently insincere. We have not, of course, the least idea of the gentlemen of the Opium Commission will eventually report, but we cannot be thinking that either they must have been hampered by the terms of the reference which declared it only wanted the sort of evidence that would be suitable to the Home Government's fixed ideas, or that they will have to declare the undue limitations of the reference, and then proceed on the basis that what the Home Government really wanted was the truth, according to the queer terms of the reference, they professed not to want the truth but just a sort of stuff that would suit their Parliamentary book. Happily the task of the Commission has fallen into the hands of a group of men representative of the home common sense of this Colony. Their report will represent a fair average of opinion on both sides; and it will have been based on great mass of evidence to whose elucidation by examination the utmost patience and care has been expended. When the mass of evidence comes to be published will supply a tribute to the thoroughness of the Commission, not to speak of the physical endurance of numerous protracted sittings. We think the Colony has been fortunate in getting the services of these representatives in dealing with a subject of so much importance to the Colony's financial interests. In looking for a Commission to handle this question we might so easily, by going little further in the search for men for membership, have fared far worse. Some of us have occasionally paid for medical attendance and for legal advice. From point of view alone, the value of the gift of many hundreds of hours to the service of the Colony is not to be lightly estimated. It might be more correctly put, “In defence of the Colony,” when we consider in what bearing way, the Home Government from time to time treated this and other Crown colonies, and might so easily have recourse to the same methods on question, instead of having and securing a show of investigation that had little reality when it was dictated but owing to having been entrusted to a group of representatives of this Settlement, will assure us that it did not originally propose to Unlawful Government proceed.

Births, Marriages and Deaths.
Leading Articles:—
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 Queen's College Cautistics.
 Canton's Currency.
 Yokohama Specie Bank and Cotton Spinners.
 The Straits Opium Commission.
 China and the Powers.
Telegrams:—
 Piratical Outrage near Soochow.
 The Shanghai Watch Club.
Meetings:—
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 Hongkong Land Reclamation.
 West Point Building Co.
 Hongkong Land Investment.
 The China Provident Loan and Mortgage Co., Ltd.
 Humphreys Estate and Finance Co., Ltd.
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 The Royal Hongkong Golf Club.
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 Canton Day by Day.
 Proposed Boycott of Hongkong Bank Note.
 A Plucky Peasant.
 Shanghai Municipal Election.
 The Lau Kung Mow Cotton Co., Ltd.
 Opium in Shanghai.
 The Shanghai Fire.
 Piracy on the Whampoa.
 The S.S. *Tourent* Collision Case.
 The Small-pox Epidemic in Kobe.
 Japanese Cabinet Crisis.
 Japanese-Filipino Mail.
 The Japanese Budget for 1908-9.
 The Sugar Market.
 Major-General Broadwood.
 Sixto Lopez returns to Manila.
 Singapore Land Values.
Commercial:—
 Weekly Share Reports.
 Freight Market.
 Exchange.
Local and General:—

On January 21, 1908, at Shanghai, the
of **ED. HANGOI**, 1, M. Customs, of a son.
On January 23, 1908, at Chungking, the
of **JOHN STEINHOVER**, of a son.
On January 23, 1908, at Ningpo, the
of **A. FOWLER** of a son (Stilborn).
On January 26, 1908, at Shanghai, the
of **CHARLES BECKWITH**, a son.

MARRIAGES.

On January 21, 1908, at Shanghai, the
JOHN CHARLES MANN, to **ALICE E.**
younger daughter of Andrew MacLure,
Newlands, Dennington Park Road, I-
ated, London.

On January 21, 1908, at Ningpo, **HENR**
STANLEY RAY, of M. Sc., son of the
W. Muller, Rochdale, England, to **MAR**
BLANCH MELVILLE JONES, (late of C-
king), daughter of the Rev. J. Jones, A-
India.

On January 24, 1908, at Shanghai, **A.**
FRANKETTE, of the Great Northern Tele-
Co., to Miss **MARIA AUGUSTA EMMER L.**
eldest daughter of the late Mr. W. Lüth-
Gosslau.

DEATHS.

On January 19, 1908, at Vancouver,
Mrs. W. H. WOOD, mother of Mrs. Cliff
A. Worn of Shanghai.

On January 21, 1908, at Shanghai
ROSAFIA P. RICCI a **REGGIONE** (widow
of Mr. S. P. Ricci).

On January 25, 1908, at Shanghai,
EDWARD MILLER, aged 4 years.

COMPANY MEETINGS.

HONGKONG LAND RECLAMATION.

MEETING OF SHAREHOLDERS.

25th ulto.
The seventh ordinary meeting of shareholders of the Hongkong Land Reclamation Co., Ltd., was held at the Company's offices, Victoria Buildings, in the forenoon to-day, for the purpose of receiving the report of the directors for the year ending 31st December, 1907. The Hon. Mr. Henry Keswick presided and there were present Sir Paul Chater, C.M.G., Messrs. E. Shellim, Ho Tung, A. J. Raymond, (Director), Messrs. J. C. Peter, H. N. Mody, A. Haupt, E. L. Hughes, J. Orange, A. Shelton Hooper, Ho Fook, Ho Kom Tong, Lo Cheung Shih, H. Percy Smith, and Mr. S. Northcote (Secretary).

The secretary read the notice convening the meeting.
The Chairman said:—Gentlemen,—The report and statement of accounts having been in your hands for the past week, we may, I think, take them as read. There is little if anything in the accounts before you calling for comment. The decrease in interest due to one of our mortgages having been paid off early in the year, a portion of this money being required for the works going on to the reclamation of Kowloon Marine Lot 49.

The decline in rents is due, as was explained to you at the last general meeting, to the fact of the Admiralty having given up their tenancy of the coal storage godown at Yau-mai, the lease of this property, being now in course of reclamation. This work is now well advanced, and will put you in possession of some further 420,000 square feet of land. Our houses continue to be well occupied, there being very few vacant floors in the block, and they are in good repair. No sales of land have been effected during the past twelve months, but some inquiry has arisen for one of our inland lots which your Board may wish to sell.

Meanwhile we are able to maintain our dividend of 7½%, the payment of which will absorb some \$62,400 of the balance brought forward from 1906, and to carry forward the sum of \$297,410. This gives a guarantee of a like dividend for some years to come, and it will be within your recollection that it was with this in view that your Directors carried forward at the end of 1905 the sum of \$385,000. Before formally moving the adoption of the report and accounts I shall be pleased to afford any further information that may be desired.

There being no questions, the Chairman moved, Mr. Haupt seconded, the adoption of the report and accounts. Carried unanimously.
The confirmation of Mr. E. Shellim as a director was proposed by Mr. Orange and seconded by Mr. Haupt. Carried.
Mr. Haupt proposed, and Mr. Hooper seconded the re-election of Messrs. Shellim and Ho Tung as directors. Carried.

The auditors, Messrs. W. H. Potts and A. O'D. Gourd, were re-elected on the motion of Mr. Orange seconded by Mr. Peter.
The Chairman said:—That is all the business, gentlemen.—Dividend warrants, as usual, will be ready to-morrow. Thank you for your attendance.
This concluded the meeting.

WEST POINT BUILDING CO.

Following the meeting of the Land Reclamation Co., a meeting of shareholders of the West Point Building Co. was held for the purpose of receiving the report of the directors together with statement of accounts for the year ending 31st December, 1907. Sir Paul Chater presided, and there were present the Hon. Mr. Henry Keswick, Mr. A. J. Raymond and Mr. A. C. Wood (Directors), Messrs. J. M. E. Machin, Ho Tung, Ho Kom Tong, Mr. Orange, C. G. Moxon, E. E. Ellis, Frank Maitland and A. Shelton Hooper (Secretary).

The Secretary read the notice convening the meeting.
The Chairman said:—Gentlemen,—I propose that we should take the report and accounts as read. The net profit for the year is \$51,817.84 against \$54,467.45 of the previous year, which will enable us to pay the same dividend, viz., \$4.00 per share and carry forward \$44,321.84 being \$2.84 more than we brought forward last year. The accounts are practically identical with those of the previous year, except that in 1907 we expended in the upkeep of the property \$1,632.31 which is \$617.12 more than that spent under that heading in 1906. The lease of the property has another year to run, so we may confidently expect to be able to pay the same dividend which you are now asked to approve. If any shareholders desire any further information I shall be pleased to answer any question.

No questions were asked.
The Chairman proposed, and Mr. Machin seconded, the adoption of the report and accounts, which was carried.

On the motion of Mr. Orange, seconded by Mr. Ho Tung, the Hon. Mr. Henry Keswick was confirmed a director.

Mr. Moxon proposed, Mr. Orange seconded, the re-election of Sir Paul Chater and Mr. A. C. Wood as directors. Carried unanimously.

Mr. C. W. May was re-elected auditor, on the proposition of Mr. Machin, seconded by Mr. Ho Kom Tong.

The Chairman said:—Thank you for your attendance. Dividend warrants will be ready to-morrow.

HONGKONG LAND INVESTMENT.

At the conclusion of the preceding meeting shareholders of the Hongkong Land Investment and Agency Co., Ltd., met on the occasion of the twentieth ordinary meeting of the Company. The Hon. Mr. Henry Keswick occupied the chair. Among those present were:—Messrs. A. Fuchs, E. Shellim, G. Friedland, H. P. White, A. J. Raymond, (Directors), the Hon. Sir Paul Chater (managing director), Messrs. J. M. E. Machin, A. Haupt, W. Parlane, J. Orange, C. G. Moxon, H. Percy Smith, and A. Shelton Hooper (Secretary).

The notice of the meeting was read.
The Chairman said:—Gentlemen,—In submitting the annual report and accounts for the past year I propose to adopt the usual course of taking them as read. A year ago, my predecessor in the chair, informed you that the then existing conditions of the property market precluded the Company from disposing of any of its property, and I now have to repeat that statement with respect to the period under review; but we hope that this state of affairs may only be of a temporary nature, and that with a revival of trade generally we may again add to our annual profits a return derived from sales of property. The amount at present invested in mortgages is four lacs (\$400,000) less than in previous accounts, whilst we have about half a lac (\$50,000) more invested in our properties than was the case in 1906. The effect of this is to reduce the receipts derived from interest on mortgages by about \$28,000, but it also reduces the amount payable by interest by \$15,000. Coming to the principal revenue-earning source of the Company, namely, the sale of property, notwithstanding the depression in the property market, we have been enabled to increase our revenue under this heading from \$22,150.00 to \$41,066.23, a result with which I am sure you will share your Directors' satisfaction, and I trust you will

out that this has been attained notwithstanding that a large part of our capital stands invested in godown property in the Eastern part of the town, whence the business has been diverted westwards and to the Kowloon side of the harbour. The other class of property so largely owned by us, Chinese tenement houses, shows signs of improvement, the number of vacant tenements being less than in the previous year, the improvement in this respect being noticeable more in the upper domestic tenements than in the ground floor principally used as shops. The large first class European house property which we own in the centre of the business part of the town is gradually filling up and we have now only three floors unoccupied. The whole of the Company's property is well kept up and the accounts for the increase in expenditure under the heading of repairs. The troubles which we have had to contend with have been a decrease in the Chinese population, the large increase in the cost of building, the harassing Sanitary and Building laws in force, and stringent tightness of money. When you consider these, I trust that you will find that the Company has done satisfactory. Before moving the adoption of the report and accounts, I should be pleased to answer any questions which you may put.

There were no questions.
The Chairman proposed, Mr. Orange seconded, the adoption of the report and accounts. Carried unanimously.

On the motion of Mr. Machado, seconded by Mr. Fuchs, the appointment of Messrs. Fuchs, Shellim and Friedland as directors, was confirmed.

Mr. Haupt proposed, and Mr. Sayer seconded, the re-election of Messrs. Friedland and Fuchs as directors.

Carried unanimously.
Messrs. C. W. May and H. Percy Smith were re-elected auditors, on the motion of Mr. Orange, seconded by Mr. Haupt.

The Chairman said:—This is all the business of the meeting, gentlemen. The secretary informs me that dividend warrants can be had, on application, to-morrow morning.

The meeting then ended.

A DISORDERLY SRAMAN.

25th ulto.
John Macdonald, an A. B., belonging to the steamer *Avon*, was brought up before Mr. H. J. Gompertz, this morning, at the Police Court, on three indictments preferred against him by the master—Captain H. G. Thomson. Without any hesitation defendant pleaded guilty to all the counts. He was charged, firstly, with disorderly behaviour on board ship; secondly, disobeying the lawful orders of the master, and lastly, with assault.

At about seven o'clock last night defendant returned to the ship in a somewhat riotous mood. Instead of going to his bunk, or to his work—the proper place—he took up a position outside the saloon door and started shouting, breaking the monotony at times by hurling "pet names" at the men. He was told to cease the noise and return to work, but he refused to do either. The police were called aboard and defendant placed under arrest. While being taken to the police station, he was in custody of a Police Sergeant Jackson, defendant struck the Captain on the face.

His Worship:—When are you leaving, Captain Thomson?—On the 27th or 28th. Do you want to take the defendant with you?—No, I don't.

How long has he been with you?—Five or six months.

What sort of a character was he from day one right through?

Have you any marks to show where he struck you?—No, not up to this morning.

His Worship fined defendant \$5, or fourteen days hard labour, on the first charge. On the second to go to goal for one week and on the third to pay, and on the third to pay a month's imprisonment. Sentences to run consecutively.

SHANGHAI MUNICIPAL ELECTION.

The N. C. D. News of 23rd ulto. says:—As eleven candidates for municipal honours remain in the field, an election is necessary, and the contest opens to-day at 10 a.m. A large number of letters on the subject of the election will be found in succeeding columns, expressing views of varying views. The correspondents who take exception to our leading article of yesterday ignore almost entirely the real issue.

The population of the Settlement increases rapidly. In 1905 there were 3713 British residents, 2157 Japanese, 1311 Portuguese, 991 Americans, 785 Germans, 303 French, 314 Russians, 18 Russo-Hungarians, 140 Italian, 121 Danish. If national representation on the administration is claimed, in a short time we shall have a Council comprising half-a-dozen nationalities as hopelessly unworkable as all such cosmopolitan executives are. The present system upholds the international theory of this Settlement, whilst securing a consistent and practical form of government; its only alternative is an ultimately impotent body of conflicting interests.

The issue before Ratepayers to-day is to checkmate an attempt to increase the American and German representation solely on national lines. There have been two Americans on former Councils, but they have been elected as suitable representatives of the community, not with the professed object of raising in league with an other nationality the national issue in order to reduce the British preponderance. (16.) That scheme, as we have already pointed out, must lead to ultimate chaos, for no successful executive has ever yet been evolved out of a multiplicity of nationalities. Of the large number of Americans who have discussed the subject with us not one has failed to deny that the present system is in any way prejudicial to American interests. But since the President of the American Association suggested "better representation" there has been a feeling abroad that two councillors would be better than one, and so need was paid to this principle would lead the community.

We would urge, therefore, all duly qualified voters to record their votes at this election for the simple principle of the maintenance of the status quo, having only practical course open with due regard for the permanent welfare of the Settlement.

There are two polling stations:—The Council Room, 23 Kiangse Road. Hongkew Police Station, 18 Minghopp Road.

Every qualified ratepayer should attend at one or other of these polling stations and record his or her vote.

A voting card will be given to the ratepayer, on it are eleven names, and of these two should be erased, leaving the following to represent the new Council:—

Ruikill, A. W.
Laudale, D.
Little, W. D.
Lowe, A. D.
McBain, R. S. F.
McMichael, J. H.
Medner, O.
Pitt, W. A. C.
Pringle, J.

CANTON MASS MEETING.

A MILLION-TALE CUSTOMS APPROPRIATION DESIRED.

MR. LAU CHU-PAK'S TREATISE ON CONSTITUTIONAL GOVERNMENT.

[From Our Own Correspondent.]

Canton, 27th January.
Yesterday another mass meeting was held at the headquarters of the Canton Self-Government League in connection with the West River patrol question, when there was present, as usual, a large assembly. Messrs. Kong Shiu-chung and Chu Pak-kin were voted to the chair. Those present were informed of the fact that the British vessels, comprising the Flotilla, which were sent to the delta for patrolling service, had taken their departure, and all expressed their satisfaction at this fact.

At the meeting the following resolutions were adopted:—(1) As the Chinese authorities have done all in their power to facilitate change of flag and still many launches owned by Chinese are found flying foreign flags it is the duty of this League to write to the Chinese Steam Launch Owners' Guild requesting that Association to exhort the different launch owners to revert to the Dragon Flag without loss of time. (2) As H.E. the Viceroy's request to the Throne for the appropriation of Tael 1,000,000 annually from the Customs revenue collected in the province of Kwangtung for the West River patrol service had been refused, and as it was considered by the meeting that the annual income of the province of Kwangtung is only about one-fifth of that of the province of Kiangsu, it was unfair that the annual remittance should be the same, and furthermore the rebellion three years ago, had been authorized by the Throne to appropriate part of its revenue annually for the disbursement of local expenditure, which should be taken as a precedent, it was the decision of the meeting to apply to the Imperial Government praying for imperial sanction of the appropriation. (3) That Chinese residents residing in foreign countries should be informed by wire of the above resolutions and be requested to apply to the Imperial Government for the same privilege in order that the joint action might be more effective in securing the object of the petitioners, and telegrams were consequently drafted to be despatched to the Capital and to foreign countries. (4) That H.E. the Viceroy be requested to authorize the Imperial Chinese Telegraph Administration to authorize the installation of telegraph stations in the various districts along the West River for more convenient means of communication with both the military and naval forces located in those places in case of emergency, as the same steps were taken by H.E. the Viceroy Shun when he was governing this province a few years ago to suppress the rebels. (5) That as both the daily newspaper, the *Shanghai News*, and the book, *"The Chi-Sui Chien"*, of which Mr. Lau Chu Pak is the author, are considered suitable for the general public in the present circumstances, for the introduction of self-government in the province, it was decided to order a number of copies of the newspaper and book to be distributed for the benefit of the people, with a view of enlightening them and preparatory to the introduction of self-government throughout the country.

RAUB CRUSHING.

Messrs. E. S. Kadourie & Co. inform us that they are in receipt of telegraphic information from Singapore advising that the crushing of the Raub Australian Gold Mining Co., Ltd., for the past period yielded 1,071 tons, gold from 5,934 tons stone.

LAUNCHES IN COLLISION.

COXSWMAN'S CERTIFICATE SUSPENDED.

Commander Basil R. H. Taylor (Harbour-master) held an inquiry in the Marine Court, last Tuesday, touching the collision between the steam launches *K3* and *K6* in the harbour, on the 21st ultimo. The evidence heard was to the effect that at about 7.15 o'clock on the morning in question the launch *K6* left the docks, bound for the mainland, and was in the bows of the *K3* when the latter was struck midships. The damage done to her was not great, but the coxswain of the *K6* thought it advisable to tow her back to the docks, which he did.

The Harbour-master found the coxswain of the *K3* entirely to blame for the collision and suspended his certificate for three months.

A DISOBEDIENT DEBTOR.

PAVS MORE FOR NOT TAKING COURT'S ADVICE.

28th ulto.
Before his Honour Mr. A. G. Wise (Judge) presiding at the Supreme Court, this morning, the Victoria Dispensary brought an action against Mr. H. M. Manners to recover the sum of \$14,000, being for goods bought and supplied. Last Friday defendant admitted owing plaintiff firm \$10, which had been paid into Court, but he refused to pay costs, and the case was adjourned to allow the parties to come to a settlement. Mr. Justice Wise instructed the Officer of the Court, Mr. J. D. Stephens, who acted for the plaintiff firm.

At this morning's hearing, Mr. Stephens said that no settlement could be made as he had not seen the defendant.

Asked what he had to say defendant said that last Friday he was told that if he had paid \$4,750 costs of the action, the case would be adjourned. Immediately after the adjournment he went over to the head office of Messrs. A. S. Watson and Company.

Mr. Justice Wise—I told you to go and see Mr. Stephens.

Mr. Stephens—It is the Victoria Dispensary that is claiming, not Watson's.

Defendant—It is the same firm, and I've paid Watson's what I owe them.

Mr. Justice Wise—You'll have to pay again. I told you to see Mr. Stephens.

Defendant stated that the Kowloon branch of Messrs. Watson and Company owed him some money. He paid the money to the head office.

Mr. Justice Wise—And where does Mr. Stephens come in?

Defendant—I don't know Mr. Stephens. I deal with Watson's.

Mr. Justice Wise—Do what you are told next time.

Defendant—I have paid the money to Watson's.

Mr. Justice Wise—You should obey me. There will be judgment for \$4,750 for the plaintiff, and costs.

Mr. Stephens applied for an order to get the money paid into Court by the defendant, which was given.

Mr. Justice Wise then advised the defendant to go and get back what money he had paid to Watson's.

ELLIS KADOURIE CHINESE SCHOOLS SOCIETY.

HONGAN COLLEGE, CANTON.

DISTRIBUTION OF PRIZES.

The annual distribution of prizes at the Hongan College of the Ellis Kadourie Chinese Schools Society took place on Saturday, the 15th ulto. Mr. Lau Chu Pak, honorary secretary, presided, and H. B. M. Consul-General for Canton, R. W. Mansfield, Esq., C.M.G., distributed the prizes.

There were also present Messrs. Ellis Kadourie, A. Hyland, Mrs. Davenport, Rev. P. Jenkins, Messrs. G. Bergwitz, W. D. Braidwood, J. Butler-Wright, Hamilton, H. Hayner, Capt. J. McGinty, D. Nichol, D. M. Nicolson, H. Stainfield, J. Stirling, Mr. Lau, Pun Yu Magistrate, T. E. Kong Siu Chuen, Pun Pui Yui, Liao Tse San, Chui Kam Yuen, Messrs. Pun Heung Yun, Sung Wen Chuen, Mok Mun To, Ho Lu Hing, Taig Lu Nam, Luk Lun Po, Chui Hui Sang, Ho Wun Seung, Wong Ming, etc.

Mr. Lau Chu Pak:—Mr. Mansfield, before the ceremony proceeds, as the hon. secretary of the Society, I offer you a hearty welcome on behalf of the council, masters, and scholars, on your first visit to this institution. Ladies and gentlemen, the same welcome is extended to you all. I am very pleased to see among the audience present so many Chinese Officials and gentlemen on this occasion. Such a distinguished gathering, with the British Consul-General present, makes this the proudest day of the Society's Hongan College. I now call upon Mr. James Moore, the headmaster, for his report.

THE HEADMASTER'S REPORT.

Mr. Moore read his report as follows:—The session which ends to-day has been one in which, I am pleased to say, considerable progress has been made.

We started the session under great difficulties. The new wing was at that time in course of erection, and our working space was much limited. Eight classes had to work together in the hall and four classes were crowded into the entrance hall. Under such conditions good teaching was almost impossible. However, the advantages reaped during the remainder of the session from the use of the new rooms repaid us for our worries at that time.

The new wing, which was completed in the month of January, has now been opened, and the expense incurred, and I trust the Society will soon be able to give us another addition of the same kind.

The largest number on the roll this session was 481, and the largest present on one day was 455. The average number on the roll during the session was 448 and the average daily attendance was 409. Compared with last session these numbers show an increase of over 20%.

The school was opened on 25 days and 112 boys made a perfect attendance, as against 35 boys last session.

I have again to complain about the too frequent absence of many boys. The immense amount of business done by our boys can only be appreciated by those who hear the large number of requests for leave of absence. I think that many boys would find it much to their advantage if, during school hours, they paid attention to school business only, and left all other business alone.

In the class examinations the results show that good progress was made during the session.

In the final examination of the first class, 18 out of 20 marks, and passed at class 18, between 80% and 90% marks. The second class, 15 out of 20 marks, and passed at class 15, between 70% and 80% marks.

The examination questions were set on the work gone over during the second term, and were suited to boys of average ability. In the correction of these examination papers I observed a more direct and more confident manner of answering the questions, and a great improvement in writing and neatness. Judging from the average marks, progress has been made in almost all subjects, and this would have been much more noticeable but that three classes did rather poorly.

These examination results point to improvement. As for the standard of work it is good, although not so high as we aim at making it. Arithmetic and conversation are very good, but rather slow.

Geography and grammar are made too much a matter of memory.

Composition, though greatly improved, is still only good, but I have no doubt that by continuing our present method of instruction we shall comparatively soon reach a much higher standard.

Translation I can only judge from examination results, and from these there seems to be room for improvement. By means of the new method the Anglo-Chinese masters will adopt next session I hope that better results will be obtained.

In many of the classes, reading lacks fluency and expression, and the pronunciation is not English, but what, I think, may be termed "Anglo-Chinese." Mistakes in diction are generally the result of this faulty pronunciation.

As our staff will be augmented next session by additional English master whom the Society is bringing out from home, I expect that many of these errors will have been corrected by this time next year.

Although we have not yet reached our ideal standard our boys have been very successful in outside examinations.

This session eleven of our boys passed examinations held by the Customs and Port Office, and I believe, comprised about 30% of the total pass. Only two of our boys, however, and both passed the preliminary examination held by the Hongkong College of Medicine, about nine months ago. Shortly since one of our boys who left only last session was appointed to the suite of the Chinese ambassador at Washington. Many of our boys have passed the examinations held for Railway and Telegraph clerks, and in many of the Chinese schools in and around Canton English is taught by our old boys.

This session a change was made in our scheme of arithmetic. Instead of the arithmetic taught in the schools in England we now teach arithmetic which is more likely to be of use to Chinese students. Our present scheme deals with Chinese money, weights, and English money, weights, and measures are introduced for purposes of exchange only.

A change has also been made in drill. Formerly military drill was learned by some boys only, but now every boy is taught physical drill, and although not so showy, I think it will prove much more beneficial.

In class discipline I am pleased to say much progress has been made. Teachers are now paying attention to this matter and in almost every class the discipline is good.

I shall take this opportunity of expressing my indebtedness to Mr. Nichol, the second master, and to the rest of the staff for their energetic support in the working of the school, and for their unflinching courtesy. In particular I would thank Mr. Chik and Mr. Au, the first and second masters, and Mr. Au, the first Chinese master. Mr. Chik, in addition to his difficult class work, has very often acted as the headmaster's secretary and interpreter. Mr.

As has the difficult work of training the beginner and he does so with remarkable success. Mr. To has all the work of organising the Chinese school.

I have also to thank for their public-spirited generosity in so kindly contributing to our prize fund:—Messrs. Kong Siu Chuen, Choi Tse Hang, Wong Hung Kwei, Liao Tse San, Lo Chung Koi, Pun Heung Yan, Pun Chak Lung, Ho Wan Shung, Ho Lu Hing, and Pun Pui Yui.

For the loan of the flags with which we have managed our decorations, I wish to express my sincere thanks to:—Capt. J. McGinty, Mr. O. Schmitt and Mr. A. K. Davies, and to Mr. G. Bergwitz for helping us so greatly in the decoration of the hall.

MR. MANSFIELD'S ADDRESS.

Mr. Mansfield said:—I feel much honoured by having been asked to preside to-day at the prize-giving at the Ellis Kadourie College at Canton. It is most gratifying to me to be largely the philanthropic idea of Mr. Kadourie has been taken up and assisted by enlightened Chinese gentlemen, and the great success which is attending their efforts both here and in Hongkong. The headmaster's report seems to me on the whole most satisfactory, and testifies to the good teaching the boys are receiving. The results of the final examination are on the whole excellent in the higher classes. Composition seems to leave room for much improvement, and I thoroughly understand the cause. In my career in the Consular Service I have noticed in letters written in English by Chinese that the handwriting is generally good and often excellent, the spelling of these well-written words is clear and grammatical sentences most remarkably clear and efficient. I shall here read you a letter once received by my daughter; a Chinese postman had been imprisoned by me for fraud, and this letter was sent by his wife.

Dear most humane and great virtue Miss Mansfield:

"I heretofore heard you are extremely virtuous, and intelligent, universal benevolence, which never had in the world parallel with to commend, satisfaction praises to sing, as to wear two heavens."

"My untalented husband grateful for favours from your father to raised him formerly, promoted to bears a post office servant."

"Not estimate the adverse grow fatness, but on the 1st of August run up to detained by suddenly in the 1st of September when sent interceded to the Municipal Council to interrogate, decided order to publish five hundred dollars, and will imprison him to do hard work for six months, apprehensives and incommode in my whole family, urgently take this distorted feelings prostration to beg you pity reflect light."

"My untalented husband to be your servant was successful in twenty years, since no mistake, unpardonably if he had wrong, likewise obliged to forgive, till now he was aged, lasting he wishes to refuse, but because the family was poor, endeavours comply affairs, till this business spring up, just obliged the Constable to examine, my untalented husband has not the least acting corrupt track, just lucky your father benevolent, fair, and regular, evidently, and careful, can remit to release, really, care for, and thinking the fair reason and rule, take the case in law need to recourced to the M. Council to interrogate, this was reflect on my husband 'Chiu To' belongs Chinese people, and therefore to had such outside of bound's favours."

"How estimate the M. Council Chinese officer, not avouch the feelings way, not according the reason and rule, unbending decided to published \$ five hundred dollars, written thousand shares difficult. Can not collect to sue do hard work for six months, my untalented husband his age was decay and old, and his body was flexible weak manacles to forbear every night, daily meals difficult to gulp, as such breaks, merely has not life reason, that he since to act as a servant, a body source dare not affection, but my family more than ten persons mournful clamours wait to rear, if he had wide apart mishap, my whole family all can not live, thinking and thinking only have obscure debt annoy prostration, my tender and sympathetic, Miss, pity reflect my husband with Lim Tong the assistant servant same crime—different punished, Tong since to forgive, my husband ought—followers lightly, whether to stretch on this injustice from your father for me or not? State to the M. Council Chinese officer, uncivil to interrogate, since no case, favour conferred, and since to bright to revenge, take the imprisonment to do hard work for six months commiserate to pardon this my untalented husband from dead to get life, my whole family wears years benevolence can not superannuate."

"During try to writing this letter I am very earnestly and fearfully, with hope you are quite well."

"I am very respectfully
"your obedient servant wife of
"LIM SIU."

The reason for such a composition is easily understood. The care naturally necessary in writing Chinese characters, where one stroke may totally alter the character, leads the student to notice every line in a word he sees, and reproduce it faithfully. When it comes, however, in putting these words together the difficulty arises. One cannot translate from Chinese into English or from English into Chinese short sentence by short sentence, but the arrangement of English and Chinese being totally different, he only plan is to read over whole phrase and often one has to begin at the end and end with the beginning in order to convey the correct idea in good English or good Chinese. The only plan, therefore, is to read a great deal in books of the language it is desired to learn, and mentally translate it into one's own language, noticing the difference in the arrangement of phrases. It has always been my strong conviction that a knowledge of foreign languages is one of the most valuable acquisitions that a young man can possess. It enables him by the study of literature other than his own to draw comparisons and recognise where his own institutions are good and where they may probably be changed. I have a very deep admiration for many of Chinese institutions and for her ancient literature, but there are many subjects which have so far been untouched by it. One of these, I believe, the science of Political Economy. This is a science which as a result of the experience of many great observers and thinkers lays down certain unchangeable laws which cannot be without sound taxation should be based on the principle that the absolute necessities of life should be free to all and that everything that may be considered as a luxury will bear heavy taxation as it is paid for by the rich. Also that internal trade should be free and should be encouraged in every way, as it tends to bring riches to the country and increases the prosperity and the paying powers of the nation. Again in selecting the direction of taxation it should always be borne in mind that the cheaper the cost of collection the more revenue comes to the Government and the less the taxpayer has to pay. China, which has of late years made great strides in reform, is greatly in need of money, but has not yet begun to deal with this most important part of reform, and I hope that the

pupils of this school may, as they grow up, come the pleasure in bringing to the front sound principles on the subject. I hope that as time goes on the principals and directors of this school may see their way to introducing elementary course of Political Economy as another point to which I would refer.

We English have great belief in the influence of our public schools on the character of the boys. A great school, such as this, is becoming in this small republic a place of a high official or of a very rich or a distinguished man makes no difference to the way he is treated by his teachers and his comrades. It is his own personal value as a good scholar, a proficient in athletic sports, or as possessor of a natural power of taking the lead among his fellows which counts. If the standard of the school be a high one the teacher, the coward, the liar or the cruel boy is looked down on, all and the boy who throws all his energies into both work and play, who speaks the truth regardless of consequences, who protects the weak from oppression and obeys his superiors, is honoured and rewarded, and these qualities are those which will be of benefit to him in after life more even than mere proficiency, than book-learning, and the sciences. The pride taken by a boy in the honour and success of his school is a worthy pride, and the boy who in after life carries out the precepts learnt there becomes the man who develops into the true patriot and statesman. It is my earnest hope that many of the students here to-day may in the future become leaders among their countrymen and do credit to the teaching they have received in this school.

In conclusion, Mr. Mansfield stated that next year he would be pleased to present a prize for papers on Political Economy.

THE SECRETARY'S ADDRESS.

Mr. Lau Chu Pak said:—Sir,—It is also my duty and pleasure to thank you for the honour you have conferred on us by condescending to preside at this morning's ceremony. The instructive address you have just given, together with the pleasant remarks you have made, are official as you work in our work, will no doubt incite the council and the students to better exert

LOSS OF S.S. "YIK SANG."

INQUIRY AT THE MARINE COURT.

STORY OF THE STRANDING.

CAPTAIN AND OFFICERS EXONERATED.

January 20th.
Commander Basil R. H. Taylor, R.N. (Harbour-master and Marine Magistrate), held an inquiry at the Marine Court, to-day, to inquire into the circumstances attending the stranding of the British steamer *Yik Sang*, off Swatow, on the 15th instant.

Sitting at the Court were:—Commander H. Penfold, R.N. Naval Yard, Captain H. Pylus, R.N. *Empress of Japan*, Captain Fraser Jamieson, R.N. *St. George*, and Captain Alfred E. Hodgins, R.N. *Haiching*. There was also in Court a number of ship's officers, who watched the proceedings with apparent interest.

Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, who appeared for the master of the *Yik Sang*, read a lengthy letter by the Captain to his agents, which gave an account of the stranding, after which he said that the Captain had been called upon to produce his log and other papers belonging to the ship, but this could not be done as they were all lost. The letter, read:—

Swatow, 17th January, 1908.
Gentlemen, I regret to report to you the loss of the s.s. *Yik Sang* while on a voyage from Wakamatsu to Canton.

We left Wakamatsu on the 10th instant at 3 p.m. with a full cargo of coal. Draft forward 18 7/8, aft 19 1/2. The weather was fine, with light variable winds to the east—thence to Tung Yang light southerly wind and fine weather, with slight haze at times—thence to Ockee moderate N.E. wind and hazy—steering S. 30° W. course 18 1/2. E. to Ockee, which was abeam at 1.47 p.m. on 14th instant, 61 miles N. 31° West of Ockee. The weather by this time was hazy, but could see a safe distance. The tide was altered to S. 47° W. Error: 1/2. The ship was proved to be correct during the day. At 11.50 p.m., not seeing Chapel Island light, Log 19, the course was altered to S. 47° W. Error 1/2. To pass the High Brother, 8 miles off, and at the same time, I told the Chief Officer to call me if it set in thick and the same order was given to the Second Officer.

About 4.20 a.m. I heard a grating noise. I rushed out and the Chief Officer coming to call me and I found we had struck on the High Brother. I saw the ship was filling in the engine-room and I asked the Chief Engineer if he had the pumps on. He told me it was of no use, as the fire was out and the water up to the cylinders. I immediately gave orders to clear away the wreck, which the Chief and Second Officer were already doing their utmost to do. The port forward bow was the first to be lowered and the Chinese at once rushed inland and swamped it. Then the starboard bow, No. 1 and 3, were lowered and the Chief Officer went up and cut away the No. 6 boat on the poop. By this time, as far as I could see, all the Chinese were in the No. 1 and 3 boats and the Second Officer called out to the Chinese to get on to the boats, saying that the Chinese might have a chance of saving themselves. The boatswain said by this time the cleared away from the ship's side by the No. 1 boat. I went to the top bridge to cut away the No. 4 boat which was hoisted in the davit and it fell into the water. I then ran to the lower deck and saw that the Chief deck was awash. I heard the Second Officer calling out to the Chinese to get on to the boats, saying that the Chinese might have a chance of saving themselves. On reaching the boat I called on him to follow. However, by this time the Chinese were pushing off so I called to him to jump, knowing that he had a lifebelt on, and we would pick him up, but he did not do so.

I left the ship about 4.40 a.m. She was rapidly sinking, and I pulled off the High Brother. When close to I ordered the boatswain not to land before daylight as there was too much sea to land, but he insisted on landing. The boat capsized and five Chinese are missing. Landing part of the crew of my boat I put back to rescue the Chief Engineer and found that the *Yik Sang* had foundered. We examined the wreckage and pulled around the rocks from 6 a.m. until 2 a.m., but failed to find him. We found the No. 6 boat in good condition.

I sent the Chief Officer, Second Engineer and twelve Chinese to the mainland for assistance on the No. 3 boat. Taking the Second Officer and fourteen men I pulled for the West Brother where I found a fishing junk. On this junk I put the remainder of the crew and left the scene of the wreck at 6 a.m. for Tung Yang harbour, arriving there about 11 p.m. Finding the Chief Officer's boat had not arrived I left for Swatow at daylight, arriving there at 5.30 p.m. on the 16th instant, and I reported to the Company's agent.

This morning, the Chief Officer and the remainder of the crew arrived safely in a junk. All the ship's papers and log books were lost at the time of the wreck. The deck log book I put into the No. 1 boat, which capsized.

I am, gentlemen,
Your obedient servant,
(Sd.), W. S. THOMAS,
Master.
Messrs. Jardine, Matheson & Co., Ltd.,
General Managers,
Indo-China Steam Navigation Co., Ltd.,
Hongkong.

THE CAPTAIN'S NARRATIVE.

Captain W. S. Thomas, called to the stand, said he was the master of the *Yik Sang*. On the 10th January, at 3 p.m., he left Wakamatsu. Nothing happened until the vessel arrived off Ockee, on the 14th instant, the average speed being between 8.6 and 8.7. At noon on the same day he called the chief engineer and told him to reduce the speed of the ship.

His Worship:—What would give her what speed?—Eight and three knots.

Mr. Wilkinson:—What was your object in doing so?—To arrive in Hongkong early in the morning.

Proceeding, witness said that the weather was fairly clear. Ockee could be seen for eight and a half miles. This sort of weather kept on until about midnight when he left the deck. On reaching the High Brother, however, he altered the course as he could not see Chapel Island light and he wanted to give the Brothers a wider berth. A sharp look-out was kept. When witness left the deck he did not think the weather would change, but he left word, nevertheless, that in case it changed he was to be called.

Mr. Wilkinson:—Was there anything doubtful in your mind that night when you went to bed?—Never went to bed with a clearer conscience.

What was the tide?—Two hours head tide. So at the time you turned in it was ebb tide?—Yes.

Add there was absolutely nothing to disturb you?—Nothing whatever.

What was on the bridge at the time you altered the ship's course?—The chief officer, the second, and the quartermaster, at the wheel.

Did you give any instructions before you left the bridge?—Yes.

What were those instructions?—I was to be called if it set in thick.

What was the next thing that happened?—I was in my bunk when I heard a heavy crash. I ran out on deck and met the chief officer coming to tell me—

His Worship:—At about what time was that?—About 4.20.

Proceeding:—He (the chief officer) then told me that we had struck the High Brothers with a tremendous crash. I ran to the engine-room. The weather was not clear then. I looked down the engine-room and saw that the whole of the cylinders were awash. The fires were extinguished.

Mr. Wilkinson:—You were quite satisfied that nothing could be done to save the ship?—Quite satisfied.

What was the weather then?—I thought it was foggy. I could only see half of the Brothers, although they were about a cable off.

Continuing, witness said that there was some confusion among the Chinese crew. The No. 2 boat was lowered, but the Chinese jumped aboard and swam to it. The officers, he said, were doing their utmost to keep things in order.

His Worship:—Was there a swell?—Yes.

Breaking?—Yes.

Then, witness said the chief officer went up to cut away the No. 6 boat and he fell off the No. 4 boat. Witness then returned to the lower deck. Then he ran round the house to see if anybody was there and saw the chief engineer. The ship's papers were all lost. The log book was placed in the No. 1 boat, which swamped off the Brothers. But for the witness and the chief engineer all others had left the ship. The chief engineer had a life belt around him, but witness had not, and he ordered the chief engineer on two or three occasions to leave the ship, but he refused saying, "You first, captain."

Witness then saw the chief engineer break through the ship's rails. The chief engineer made two attempts to follow, but he turned back on each occasion. Witness called to him to jump and he would be picked up, but this he would not do. Finally, they pushed off as it was feared that the boat would either get swamped or be washed on board the ship's deck. They then saw the ship, which he found to be the *Yik Sang*, capsized and the occupants thrown into the water, and the five Chinese who were in this boat he believed to have been drowned. No. 2 boat swamped three yards away from the boat witness was in. An attempt was made to rescue them and several were pulled on shore by the chief officer. Arriving on shore he landed sixteen persons, and left the rest to the ship, which he found to be the *Yik Sang*. A four or five hours' search was made for the chief engineer, who could not be found. They found No. 6 boat, however, which was minus its plug. Witness got into it, replaced the plug, hauled out the water and returned in the boat. After giving up the search, witness returned to the shore and found that the five Chinese were missing.

By an Assessor:—Witness did not use any aid near Ockee? He is considered a pretty bad guide in the water between the Brothers and Ockee. The chief officer was on deck when the accident happened. He was quite sure that the orders he left with the chief officer before he left the deck had been passed round. The ship steered well, but not so extraordinarily well when heavily laden, but she kept her course well. There was a little ebb tide between Turabout and Ockee.

By Mr. Wilkinson:—When the crew were by the rock a ship passed close by. This was known to witness by her whistle.

THE TELEGRAMS.
At this stage Mr. Wilkinson read a telegram which was received from the Chinese agent at Swatow, dated 17th instant, and which said that the *Yik Sang* had been wrecked. The telegram was dated 22nd instant, and sent to Bangkok by Messrs. Sander, Weller & Co. It read:—

"Please obtain following information from Captain *Nippon* Steamer *Nippon* having been totally lost. Brothers early in the morning 15th January, is considered likely the accident was caused by exceptionally strong east tide. Telegram was *Nippon's* course affected. *Yik Sang* owners require what information have you of tide in view of Court of Inquiry. Telegram as soon as possible.

REPLY.
The reply was as follows:—"Nippon passed Brothers 15th January ten o'clock a.m. Thick visibility half mile in drought one mile one hour."

THE CHIEF OFFICER'S STATEMENT.
William Gibb, chief officer of the *Yik Sang*, said he knew the coast for about eight years. He had been in the employ of the Indo-China Company for nine years. On the afternoon of the 14th instant, witness took bearings. When Ockee was abeam it was about 61 miles away. Witness had no doubt as to the correctness of his bearings. The course S. 48° W. laid down by the captain, he thought was a safe course. When witness came on the bridge that night the ship was approaching Chapel Island. The weather was hazy, and the distance he could see after dark was about six miles. In settled weather he could have seen between eight and ten miles ahead.

Witness said that the ship was on this night did not see Chapel Island light, and he was surprised not seeing it, as he considered it too far off. A sharp look-out was kept, and witness and the captain were looking for the light. Prior to leaving the bridge, before midnight, the captain altered the course two degrees—S. 46° W. Witness did not pass any remarks when the course was changed as he had done the same thing in other ships. At midnight, witness left the bridge, believing by the second officer. Witness gave the latter orders to call the captain if it came on thick and also directed him as to the course. At four o'clock in the morning witness returned to the bridge again to find the weather the same as he had left it. At this time they were "clearing" fires in the engine-room. The wind was N.E. by E. The coal they were burning was Japanese coal and not a good deal of smoke. The smoke left the funnel from the lee bow and obscured witness's vision somewhat. Witness put down the fact of not seeing the Brothers at 4.30 o'clock that morning to the smoke going in that direction. It was a ship's length and a half or two ship's lengths when the Brothers came into view, although on his starboard bow. Witness actually saw the rock of the High Brother. On seeing land the ship was put hard to starboard, in the hope of clearing the rock. This was not accomplished and the *Yik Sang* struck, steaming in a S.E. by S. direction. As soon as land was touched by witness rushed to call the master, the Chinese crew by this time being on the deck, moving forward. The boats were all lowered. Witness got into the starboard No. 2 boat and with him were the second officer and the second engineer. The port boats were lowered first, then the Chinese crew ran away. Going aft, witness saw the chief engineer and told him to stand by and get ready to leave the ship. He then went and cut away one of the boats. The after part of the vessel was awash by now.

Mr. Wilkinson:—Who was the last to leave the ship?—The captain was the last.

Witness:—The captain was the last.

Was anyone left on the ship? I didn't see anybody.

What became of the chief engineer?—I didn't see him afterwards.

When did you become aware that the chief engineer had been left on the ship?—When I was in the boat.

Did the chief engineer make any attempt to leave?—When I spoke to him and told him to prepare to leave he asked me what boat was that. I said that his boat had been swamped and he had better get into any boat.

Did you return to search for the chief engineer?—Yes.

His Worship:—Before returning to the wreck, you landed some people ashore?—They jumped ashore when the boat was capsized.

After leaving the rock, did you see another ship?—Yes, her hull. I saw her between the Little Brother and the Big Brother.

His Worship:—Did she pass between the two?—Inside of the Little Brother.

Mr. Wilkinson:—Did you form any opinion as to what boat she was?—No.

You are well acquainted with the boats on this run?—I was satisfied she was not a coast boat.

Did you hail her?—Yes.

His Worship:—In what direction was she going?—North.

By an Assessor:—When witness saw the passing ship the weather to sea was clear but thicker towards the land. The state of the weather did not necessitate his calling the captain.

His Worship:—When you saw the steamer how far away was she?—About a quarter of a mile.

You couldn't get her name?—No.

What was the direction and force of the wind when you passed Ockee?—N.E. by E, E.N.E., backwards and forwards.

CHINESE CREW DUMPTOUNDED.
James Pringle, second officer of the *Yik Sang*, said his watch was from 12 midnight to 2 a.m. He had nothing to do with taking the bearings, but he came on deck Ockee was about the beam. The weather was hazy, but he could see about nine miles ahead. Witness took full instructions from the chief officer. He did not know that the course had been altered until he went to the chart-house and consulted the log. The chief officer also instructed witness to call the captain if the weather became thicker. Witness kept a sharp look-out for Chapel Island light, but did not see it. He was not surprised at not seeing it as he was passing a good distance off. The weather continued the same until three o'clock when it became lighter, although a bit overcast. At 3.15 the wind fell back and the mist got heavy. Witness did not expect the chief officer to come on board the ship, but he was travelling faster than the ship, was rolling over the starboard bow. Up to that time he did not consider it necessary to call the captain. After the collision the Chinese on board appeared to have been dumptounded in witness's opinion.

Mr. Wilkinson:—Who was the last to leave the ship?—The captain.

What became of the chief engineer?—I saw him speaking with the captain on deck. I was in No. 3 boat at the time. Just then somebody said the boat was sinking. I looked round and saw that the plug had been released. Witness had considerable trouble in replacing the plug as the boat was well filled. When witness looked back at the ship he could see nobody on board. Witness then headed his boat for the shore, and landed the passengers. He saw two Chinese in the water and they hung on to the gunwale of his boat. He saw them when he was in the water.

SECOND ENGINEER'S EVIDENCE.
William McColl, the second engineer, who is somewhat deaf, was called, and an ear instrument handed him. This McColl fixed to his ear, but he could not hear a word from the witness-box. He had to be placed near Mr. Wilkinson's chair and his examination began.

Witness said that he was deaf, but he could hear well in the engine-room. When they left Wakamatsu the engine was turning 72 revolutions. Three days later this was reduced from 72 to 70, and on the 14th this was further reduced to 60. When the ship struck there was a great rush of water. There was no time to receive orders from the bridge.

A CHINESE WITNESS.
The quartermaster, a native of Ningpo, said he was steering the *Yik Sang* when she went ashore. At ten minutes before midnight, he said, the captain went to sleep and the course he was steering was 45, which was later altered to 43. At midnight the weather was clear, but four o'clock it became overcast, and in his opinion at that time he could see nothing.

Here the Court adjourned for tiffin.

After the recess, Captain Thomas was recalled to the stand.

His Worship:—You told us, when nearing Ockee you altered your course, was that "True"?—Yes.

Was there any passenger on board?—No.

When she struck did she give a list?—No, sir. Had you double bottoms?—Yes, sir. Had you any watertight doors and sluices?—We had no sluices.

There being no other witnesses to call, Mr. Wilkinson addressed the Court at some length, saying that the captain and officers had acted reasonably and that the accident could not have been prevented unless by the adoption of some extraordinary measures, not necessary for the ordinary seaman to enter.

THE FINDING.
After reviewing the evidence, shortly, his Worship said that he found the ship had been properly handled, a sharp look-out had been kept, and the accident was due to the abnormal set of the current. The officers' certificates were not dealt with.

The *I.C.S. Faunang* arrived here from Swatow yesterday morning, having on board a portion of the Chinese crew of the ill-fated steamer *Yik Sang*, which went ashore off the "Two Brothers" on the morning of the 15th ultimo and became a total loss, reports the *N. C. D. News* of 3rd ult. The captain, officers, engineers and those of the Chinese crew who were on duty on board the *Yik Sang* at the time of the accident proceeded from Swatow to Hongkong direct on the 19th ultimo to attend and give evidence at a Board of Trade inquiry into the matter of the loss of the steamer. Those of the Chinese crew who arrived here yesterday were not on duty when the vessel struck the rock and can give very few details as to what occurred.

In addition to the facts already published, we learn that the *I.C.S. Faunang*, when on a voyage from Wakamatsu to Canton with a cargo of coal, encountered dense fog on the morning of the 15th ultimo, when in the vicinity of the "Two Brothers," almost midway between Swatow and Amoy. The fog was so dense that no landmarks could be seen, and about 4.20 a.m. the vessel struck a rock which was afterwards found to be that known as the "Eastern Brother." The damage to the ship was so extensive that she immediately began to fill, and she settled down and sank within twenty minutes. In the meantime the boats were lowered, each in charge of an officer. Cap-

tain Thomas, in charge of one boat, landed at Dongshan, and there obtained the loan of a fishing junk in which he returned to the scene of the wreck to search for any of the crew who had been unable to escape in safety in the ship's boats. This search was unsuccessful, and he made for Swatow, at which port he arrived on the 17th ultimo. Another boat, in charge of the chief officer, found a landing on a reef near to the scene of the wreck and proceeded overland to Dongshan, where a fishing junk was secured and the men set sail for Swatow, where they arrived on the 18th ultimo. As they entered Swatow harbour they were met by the *I.C.S. Faunang*, which was just setting out for the purpose of searching in the vicinity of the wreck to pick up any survivors who had failed to effect a landing, or to make their escape in the *Yik Sang's* boats. The *Faunang* took on board and landed in Swatow the occupants of the chief officer's boat and then set out for the "Brothers."

On arriving in the vicinity of the wreck, boats were manned and lowered. A thorough search was made around the rocks and the mainland, but no sign of the *Yik Sang* or of those reported missing could be found. One boat's crew landed on the Western Brother and the other boat cruised around the Eastern Brother, where the *Yik Sang* had gone ashore. Although the weather was fine, there was such a heavy swell that it was impossible to effect a landing on the latter rock. After searching in vain for a considerable length of time, the *Faunang* made for Jakoko Point, where the boat's crew landed and the boat which had been left there by the chief officer and his crew.

The report is now confirmed that the chief engineer, Mr. Pinkerton, and five Chinese are missing, and the Chinese consist of the chief carpenter, a tallyman, a stowaway and two domestic servants.

THE LAO KONG MOW COTTON CO., LD.

ANNUAL REPORT.

The directors submit their report, together with the accounts of the Company, for the twelve months ending December 31, 1907.

In accordance with the resolution passed at the last general meeting, the sum of Tls. 51,380.48 has been written off to depreciation account.

The unissued capital of 842 shares was all subscribed for at par by March 31, 1907, in accordance with the notification to shareholders of April 14, 1907.

The balance at credit of profit and loss account at the close of the year, including Tls. 31,667.74 brought forward from 1906, amounts to Tls. 38,180.08, which the directors recommend be dealt with as follows:—

To Depreciation of Mill build.	5,000.00
Ing.	5,000.00
Reserve and land im.	1,500.00
Machinery	10,492.26
North property Chinese houses	4,000.00
Furniture	208.00
	31,200.26

To 10 per cent commission of Tls. 6710.34 being profit on the year's working to the General Managers in accordance with their agreement 6710.34

To be carried forward to the new account 6,308.79

Tls. 38,180.08

Directors:—Mr. C. Michelau and Mr. C. L. Yung, who were elected as the Auditors of Association, but offer themselves for re-election.

Auditor:—Mr. G. R. Wingrove again offers himself for re-election as the Company's auditor: J. M. YOUNG, Directors.

C. MICHAELAU, Directors.
LIBERT & Co., General Managers.

Shanghai, January 23, 1908.

PROFIT AND LOSS ACCOUNT.
December 31, 1907.

To Interest	4,330.99
Less rentals of Chinese houses	2,375.58
	1,955.41
Repairs and renewals	7,500.73
Agency commission	4,000.00
Directors' and auditors' fees	2,750.00
Balance	38,180.08
	54,735.22

Tls. 54,735.22

By Balance 1906, 146,555.70

Less appropriations as passed at last meeting 115,085.06

Transfer fees 3,469.74

Balance of spinning account 1907 33,717.81

Tls. 54,735.22

BALANCE SHEET.
December 31, 1907.

Capital—8,000 shares at Tls. 100 each	800,000.00
Loan of 100 shares	1,220.59
Less bank of China	2,817.18
Sundry creditors	934.00
Unpaid dividends	38,180.08
Balance of profit and loss account	38,180.08
	842,112.85

Assets:—Tls. 842,112.85

Buildings 205,022.45

Less depreciation 49,919.41

155,000.00

Machinery 636,773.81

Less depreciation 231,773.81

395,000.00

Property Chinese houses 53,381.09

Less depreciation 19,581.09

34,000.00

Reservoir and Land improvements 33,768.08

Less depreciation 24,335.68

9,500.00

Furniture 3,661.22

Less depreciation 2,451.22

1,208.00

Additions during year 8.00

Stocks:—Tls. 80,492.80

Cotton and waste 206,701.38

Coal 3,651.60

Stores 23,620.66

314,666.44

Unexpired fire insurance 3,255.13

Tls. 842,112.85

E. & O. E.
Shanghai, January 22, 1908.

J. M. YOUNG, Directors.
C. MICHAELAU, Directors.
LIBERT & Co., General Managers.

HONGKONG CANTON AND MACAO STEAMBOAT CO., LIMITED.

A GOOD HALF-YEAR.

INCREASED DIVIDEND.

Subject to audit, the Directors of the Hongkong, Canton and Macao Steamboat Co., Ltd., will pay a dividend of \$1.25, write off steamers and properties \$28,650, transfer to Depreciation and Insurance Fund \$25,000, place to Special Reserve Fund \$10,000, and carry the balance of \$16,437.01 forward.

CHINA BORNEO CO.

SANDAKAN SAW-MILLS TO BE ENLARGED.

Shareholders in the China Borneo Co., Ltd., will be pleased to know that the past year has been a prosperous one with the Company. In reviewing the trade of British North Borneo during 1907 the local *Herald* says:—

Timber during the year has been, as before, one of our principal articles of export, and has realized good prices, although somewhat lower than the year placed on the Sandakan-Hongkong run, and by cutting freights enabled shippers to put on the market a large quantity of wood of the cheaper qualities which the high cost of transport had previously rendered impossible. The two local saw-mills have also been fully occupied, and we understand that the business of the China Borneo Co.'s mill has so increased that it has been decided to enlarge it to double its present size.

SHIPBUILDING.

The China Borneo Co.'s new shipyard and shipbuilding yard has been fairly busy during the year, having turned out in addition to their regular work 5 lighters and 2 launches. The American coastal steamers make frequent use of this shipyard, no doubt finding it very useful for effecting repairs.

THE SMALL-POX EPIDEMIC IN KOBE.

HOSPITALS OVERCROWDED.

The *Japan Chronicle* of Jan. 16 reports:—Unfortunately there is no diminution to be recorded in the spread of small-pox in Kobe, and the disease appears to be spreading at an alarming rate. It is stated that the patients in various infectious disease hospitals in Kobe number at the present time about 700, this being the limit of the accommodation. In ordinary times, two patients are accommodated in a room of the extent of 7 1/2 mats. Now a room of this capacity has to hold four patients. The largest number of the patients taken into hospital on one day was 65. Ambulances are often to be seen in the streets mainly occupied by Japanese, and we are afraid that the primitive Japanese construction so called, which are only stretchers protected by canvas coverings, are rather apt to spread the infection.

A special meeting of the Kobe Municipal Council was held on Tuesday morning, and adopted a proposal to raise a City loan of ¥85,400, to be redeemed in three years, to defray the expenditure for stamping out the present epidemic. It is proposed to build an additional building to the Higashiyama Infectious Diseases Hospital with accommodation for 200 more patients, and to immediately appropriate additional medical assistance. The money is required for carrying out preventive measures. It is proposed to appeal to the prefectural authorities for a subsidy of ¥23,000 towards the expenditure now required. The proposal still awaits the approval of the Municipal Assembly before it can be carried into force.

It would seem rather late in the day, however, to be considering the building of additional hospital accommodation. Surely there are some buildings which the authorities could acquire for this purpose for the time being. If the facts are as stated, that the hospitals are overcrowded and there is no room for more patients, it would certainly seem to show lack of foresight on the part of the Kobe authorities, whose experience of epidemics is not by any means small.

PROPOSED BOYCOTT OF HONGKONG BANK NOTES.

MR. YIN'S EXPLANATIONS.

The following dispatch has been sent to the various prefectures, departments and districts of Chekiang province by H.E. Fegg Ju-kuei, Governor of the province at the request of H.E. Viceroy Tang:—

It is reported from Shanghai that, in order to oppose the loan for the Soochow-Hangchow-Ningpo Railway, express are being disseminated through the various ports to the effect that bank-notes of the Hongkong and Shanghai Banking Corporation and English goods are not to be used. This senseless proceeding is not only unfavourable to the Railway, but it is also calculated to endanger international goodwill. Moreover, the representatives of Kiangsu and Chekiang provinces are already in the Capital consulting with the Government as to the best means of bringing the matter to a close. As it is to be feared that such action will bring about complications and grave harm, no one should pay attention to these expressions. For this reason all are requested to burn the expressions and may have been received by them. Should any one dare to act in disregard of this warning, he will be severely dealt with.

ORFUM IN SHANGHAI.

A CHINESE PROCLAMATION.

A proclamation issued by His Honour M. T. Liang, the Shanghai Tiaotai, has been posted in the native city in the following terms:—

The consumption of opium is a great vice. Last year an Imperial Decree was issued prohibiting the consumption of this drug and all opium divans within and without the native city of Shanghai were, accordingly, closed on June 22 last. Later, however, I have received information to the effect that there have been discovered several cases of violation of the Opium Regulations. Since the assumption of my post, I have received petitions from keepers of opium divans asking for permission to reopen their business. The request was peremptorily refused. Besides requesting the Chinese (City Magistrate) and the (Chinese) Municipal Council in the suburbs to take drastic measures to prohibit strictly the surreptitious opening of opium divans within their respective jurisdictions, I now accordingly issue a proclamation and hereby request any one to report to the City Magistrate or the Municipal Councils if he happens to find out any violation of the opium regulations. The culprit will at once be apprehended and promptly punished and no leniency shown to culprit, while their property will be confiscated to Government and a portion equal to three-fourths of the forfeiture will be given to the reporter as a reward.

CHINA'S SOVEREIGN RIGHTS.

WITHDRAWAL OF WEST RIVER FLOTILLA.

MISINTERPRETED BY CHINESE GENIUS.

[From Our Own Correspondent.]

Canton, 28th January.

At the meeting held on the 26th instant at the headquarters of the Canton Self-Government League in connection with the West River patrol question, telegrams were drafted to be despatched to Peking and to Chinese residents abroad. Appended are free translations of the telegraphic messages:—

To the Members of the Grand Cabinet, the Ministry of Foreign Affairs, the Ministry of Agriculture, Industry and Commerce; of Finance; of War; of Internal Affairs; the new Custom Office and Cantonese officials at the Capital.

Gentlemen:—With reference to the British interference with the West River patrol service, the Canton Self

His Lordship—What are the assets?
Mr. Davidson—\$7,000.
His Lordship—The best thing is to strike the \$400 out of the \$7,000.
Mr. Davidson—This application asks your Lordship to make an order for the transfer of money paid by the association to the bank trust fund account.
His Lordship—The only order I can make is that the trust accounts be severed, and specially dealt with and all necessary records be provided out of the estate. The account can be paid out of the trust fund and submitted to the trustees.

are in request at \$10), and William Powells at \$75 after sales of the latter. Langkain have

experienced "Managers" in the water rate business has been done in the North. As the close there are buyers at the \$341. Sales of Samaras have been effected at the \$125. Union Waterboats can probably be obtained at \$11. The General Managers report for the period ending 31st December, 1907, just to hand, shows a balance at the credit of Profit and Loss account of \$775,049 after writtily of \$729,037 for depreciation of gear, \$500.25 for depreciation of Pipes and Fittings, \$100.00 for bad debts and providing \$80. for fees to Consulting Committee and Auditor, and also including \$100.00

brought forward from last year. It is proposed to appropriate the amount as follows:—To write off the value of the Boats, the sum of \$3,016.77. To pay a dividend of 5 per cent (50 cents) on paid up capital, absorbing \$19,861.50 and to carry forward the balance of \$111.21 to new account.

Exchange—The Bank's selling rate on London is 1/10 15/16, on demand. The T/T rate on Shanghai is 74 1/2.

Dividends Payable—China Provident—div. of 8 per cent. (80 cents) for year ending 31st December, 1977, payable on 19th inst. Hongkong Land—Final of \$34 for year ending 31st Dec. 1979; payable on 30th inst. Humphreys Estate—div. of 7 per cent. (70 cents) for year ending 31st December, 1977—payable on the 31st inst. Union Waterboats—

A fair amount of activity has been displayed in our market during the week under review and most stocks close with a hardening tendency.

Marine Insurances.—Canton continues quiet at \$44. North China are obtainable at 71 to 81. Others are steady at \$89, after a small sale at \$62½. Yangtze, old and new, are unobtainable.

Fire Insurances.—Hongkong. Fires can probably be obtained at 35 p.c. China. Fires have risen to \$98 at which rate sales have taken place. It is rumored that a dividend of 6 p.c. and bonus of \$1, will probably be declared.

Shipping.—Douglas and China and Manila are quiet at quotations. Sales of Hongkong, Canton and Macao Steamboats have

be effected at \$19 and there are further buyers at the rate. It is officially announced that subject to audit of the accounts, the directors of this Company, will recommend at the forthcoming meeting, the payment to shareholders of a final dividend of \$14, write off steamers and properties \$28,650, transfer to depreciation and insurance fund \$75,000 plus to special repairs fund \$20,000, and carry forward the balance of \$16,437,000. Indo-China, preferred and deferred can prosper.

ably be secured at \$38 and 42nd, jointly. The Siam and Transports are neglected in favour of the latter quotation. Refiner's.—There are further buyers at China Sugars at \$109, but none are obtainable at the rate. Luzon Sugars have appreciated to \$5 1/2 at which rate, they have been sold.

Mining.—There are buyers of Chinese tin at \$100, but no buyers at \$100. The tin of the 13th inst. Kauba have further declined to \$5 at which rate they are out of favour. From private telegraphic advices from Singapore, we learn that the crushing for the past period, of weeks yielded 1,777-oss. gold from 5,026 tons of stones.

Stocks, Wheat and Goldwinn.—Kowloon Wharfs, &c, have found buyers at \$5, and

and the new shares at \$53, closing stead at \$56 and \$55 respectively. Whampoa Dock have been sold in small lots at \$57. The directors of the Company have decided to have an audit of the accounts. A final dividend of \$1 per share, (8%) will be paid to shareholders, and the balance of about \$45,000 can be carried forward next account. A further rise in Shaughnessy Docks has set in, and buyers rule the Northern market at \$17.78. Hongkong Land has had a little improved and have changed hands at \$12.32.

Lands, Hotels and Buildings.—There are buyers of Hongkong Lands at \$101, but none are obtainable under \$100.—Humphrey Estates are steady at \$100 ex the dividend (1/2).

has been sold at the increased rate of 107. West Points are steady at \$48, ex final dividend of \$2.10 paid on the 29th inst.

Cotton Mills.—Ewart has declined to take \$5 after sales in the North. Other Cotton Mills are unchanged and without business to report. The report of the directors of the Lu Kong New Cotton Spinning and Weaving Co., Ltd., for the year ended 31st-December 1907, has been issued to shareholders. In accordance with the resolution passed at the last general meeting the sum of T.S. 51,380 has been written off to depreciation account.

The balance standing at credit of profit

dealt with as follows: To depreciation of buildings, reservoir, machinery, etc.; the sum of Tls. 31,200.25. To percent commission to general managers in accordance with agreement, Tls. 670.03. and carry forward the balance of Tls. 6,308.79 to new account.

Miscellaneous.—China Providents have been dealt in to a fair extent at 58¢, the dividend of 80 cent per share paid on the 30th inst. Green Island Cement have again found buyers at \$1 1/2. Watsons have been sold at \$1.00 closing with further buyers at the rate of 100 shares. If it is not increased to 120 shares

Exchange—The B. N.'s selling rate at London is 100 to 60s. demand. The T. R. is 100 to 60s. 10d.

Dividends Payable.—Union, Waterworks: div. of 5 per cent, 50 cents for year ended 31 December, 1907, payable on the 14th February; Hongkong and Shanghai Banks: div. of 4 for old and 4 1/2 for new share, for half-year ended 30 September, 1907, payable on the 15th February; Hongkong and Whampoa Docks: Final div. of 34 for year ending 31 December, 1907, payable on the 14th February.

FRIGHT MARKET.

In their fortnightly report dated 25th. Jan. Messrs. Lambs & Rogers write:—

The unexpected has happened, inasmuch as the past fortnight has witnessed quite a stir in our market in connection with Saigon freight. Principally for Hongkong, but also for Philippines and Java, an unusual number of steamers have been effected. Unfortunately, our report has not had the effect of raising rates to a lucrative level, which is but natural, considering the amount of tonnage available and the only way to secure to compete. However, an important

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS								
Hongkong & Shanghai Banking Corporation (new)	80,000	1125	1125	£1,000,000	\$1,797,167	£1.15/- for 1-year ending 30.6.07 @ ex	11%	£710 new issue
National Bank of China, Limited	99,075	67	66	£1,275,000	571,203	\$2 (London 3/8) for 1907	8 1/2%	£81 London 279
MARINE INSURANCES								
Canton Insurance Office, Limited	10,000	250	250	£1,500,000	none	\$20 for 1906	8 1/2%	£245
North China Insurance Company, Limited	10,000	615	61	£1,200,000	Tia. 804,424	Final of 7/8 per share making in all 15/- for 1906-Tia. 251	6%	Tia. 871 sellers
Union Insurance Society of Canton, Limited	18,400	5350	5100	£5,000,000	£1,450,400	Final of 5/2 making 4 1/2 for 1905 and interim of 5/2 for 1906	5%	£280
Yangtze Insurance Association, Limited	8,000	1100	860	£1,000,000	£394,580	\$12 for year ending 31.12.07	8 1/2%	£150
FIRE INSURANCES								
China Fire Insurance Company, Limited	20,000	5100	520	£1,000,000	£362,980	\$6 and bonus \$2 for 1905	8 1/2%	£98 sales
Hongkong Fire Insurance Company, Limited	8,000	2550	250	£1,000,000	£435,336	\$40 for 1905	12%	£335
SHIPPING								
China and Manila Steamship Company, Limited	30,000	225	224	£7,000	£365	\$1 for 1906	6 1/2%	£15
Douglas Steamship Company, Limited	20,000	550	550	£1,000,000	none	\$4 for year ending 30.4.1907	10%	£40
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	515	515	£1,000,000	£27,101	\$1 for 1st half-year ending 30.6.07	6 1/2%	£29 1/2 and b.
INDUSTRY								
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	65	65	£1,000,000	£3,694	5/- for 1906 @ ex 2/2 = \$1.24 per share	3 1/2%	£138
Shanghai Tug and Lighter Company, Limited	100,000	115	115	£1,000,000	Tia. 13,370	Interim of Tia. 11 for account 1907	12%	£11 1/2
Shell Transport and Trading Company, Limited	1,000,000	11	11	£1,000,000	£172,370	Interim of 1/- (Coupon No. 8) for a/c 1907	4 1/2%	£44
Star Ferry Company, Limited	10,000	510	510	£1,000,000	£137	\$1.00 for year ending 30.4.1907	4 1/2%	£14 buyers
Taku Tug and Lighter Company, Limited	30,000	115	115	£1,000,000	Tia. 18,730	Final of Tia. 2 making Tia. 6 for 1906	12 1/2%	Tia. 47 sellers
REFINERIES								
China Sugar Refining Company, Limited	20,000	100	100	£1,000,000	£2,218	\$8 for year ending 31.12.06	7 1/2%	£109 buyers
Luzon Sugar Refining Company, Limited	7,000	100	100	£1,000,000	Tia. 8,935	\$3 for 1907	5%	£14 buyers
Perak Sugar Cultivation Company, Limited	7,000	115	115	£1,000,000	none	Tia. 4 (8 1/2) for year ending 31.12.06	5%	Tia. 80
MINING								
Chinese Engineering and Mining Company, Ltd.	1,000,000	11	11	£1,000,000	£11,356	Final of 1/6 (No. 6) for 1907	7 1/2%	Tia. 15.40 h.
Australian Gold Mining Company, Limited	150,000	11	11	£1,000,000	£11,356	No. 12 of 1/- = 48 cents	7 1/2%	£8
DOCKS, WHARVES & GODOWNS								
Penwick (Geo.) & Co., Limited	18,000	115	115	£1,000,000	£10,335	\$1.75 for year ending 31.12.06	12 1/2%	£15
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	110	110	£1,000,000	£3,047	Interim of \$2 for six months ending June 30th 1907	6 1/2%	£55 old
Shanghai Dock and Engineering Co., Ltd.	20,000	110	110	£1,000,000	£492,580	\$4 for 1st half-year ending June 30th, 1907	8 1/2%	£58
Hongkong and Whampoa Dock Company, Ltd.	50,000	110	110	£1,000,000	£10,450	Interim of Tia. 2 for six months ending 31st October, 1907	4%	Tia. 77 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	110	110	£1,000,000	£2,127	Interim of Tia. 8 for account 1907	8 1/2%	Tia. 122 sales
LANDS, HOTELS & BUILDINGS								
Anglo-French Land Investment Co., Ltd.	25,000	115	115	£1,000,000	Tia. 3,388	Tia. 6 for 14th months ending 28.2.07	6%	Tia. 109
Hotel House Hotel Company, Limited (Shanghai)	50,000	115	115	£1,000,000	£10,908	\$2 1/2 for year ending 30.6.07	12 1/2%	£100
Central Stores, Limited	50,125	115	115	£1,000,000	£10,178	\$1.50 for 1906	7 1/2%	£14 buyers
Hongkong Hotel Company, Limited	12,000	115	115	£1,000,000	£10,225	\$4 for 1st half-year ending 30.6.07	7 1/2%	£104
Hongkong Land Investment and Agency Co., Ltd.	50,000	110	110	£1,000,000	£5,915	Final of \$3 making in all \$7 for year ending 31.12.07	7%	£102 ex div.
Lumpphys Estate & Finance Company, Limited	150,000	110	110	£1,000,000	£11,507	80 cents for 1906	7 1/2%	£10 ex div.
Kowloon Land and Building Company, Limited	6,000	110	110	£1,000,000	£1,080	\$2 1/2 for 1906	7%	£107 sales
Shanghai Land Investment Company, Limited	78,000	110	110	£1,000,000	£1,078	Interim of Tia. 3 for account 1907	7%	Tia. 107 sales
West Point Building Company, Limited	12,500	110	110	£1,000,000	£1,341	Final of \$2.10 making in all \$4.10 for year ending 31.12.07	8 1/2%	£48 ex div.
COTTON MILLS								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	115	115	£1,000,000	Tia. 8,807	Tia. 2 1/2 for year ended 31.10.1907	4 1/2%	Tia. 56 sales
Hongkong Cotton Spinning and Weaving Company, Limited	175,000	110	110	£1,000,000	£14,360	50 cents for year ending 31.7.07	5%	£10
International Cotton Manufacturing Company, Ltd.	10,000	115	115	£1,000,000	Tia. 85,510	Tia. 6 for year ended 30.6.06 (8%)	...	Tia. 55 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	115	115	£1,000,000	Tia. 31,450	Tia. 8 for 1906	...	Tia. 75 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	115	115	£1,000,000	Tia. 50,663	Tia. 50 for 1906	...	Tia. 570 buyers
MISCELLANEOUS								
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	£1,000,000	£638	1 1/2 per share for 1906	9%	£71
Campbell, Moore & Co., Limited	1,200	110	110	£1,000,000	£1,000	\$3 for 1905	...	£10 buyers
China-Borneo Company, Limited	60,000	115	115	£1,000,000	none	\$2 for 1905	...	£104
China Flour Mill Co., Limited	4,000	115	115	£1,000,000	Tia. 289	Final of Tia. 5 making Tia. 10 for 1905	...	Tia. 58 sellers
China Light and Power Company, Limited	10,000	115	115	£1,000,000	£25,000	60 cents for year ended 31.12.06	9 1/2%	£16 ex div.
China Provident Loan & Mortgage Company, Ltd.	15,000	110	110	£1,000,000	£3,593	80 cents on 100,000 shares for 1907	9 1/2%	£16 ex div.
United Farm Company, Limited	25,000	110	110	£1,000,000	£2,974	\$1.30 for year ending 31.7.07	7 1/2%	£17
Green Island Cement Company, Limited	400,000	110	110	£1,000,000	£10,804	Interim of 50 cents per share for a/c 1907	8 1/2%	£114
Hall & Holtz, Limited	21,000	110	110	£1,000,000	£15,002	\$2 1/2 for year ending 28.2.07	12 1/2%	£15
Hongkong Electric Company, Limited	60,000	110	110	£1,000,000	£2,053	\$1 per share for year ending 28.2.07	6 1/2%	£15
Hongkong Ice Company, Limited	5,000	115	115	£1,000,000	£4,361	Interim of \$4 for 1-year ending June 30th '07	8 1/2%	£240
Hongkong Rope Manufacturing Company, Ltd.	50,000	110	110	£1,000,000	£4,212	Interim of 80 cents per share for a/c 1907	8%	£25
Maatschappij tot Rijp- en Landbouw-planten in Langkat, Limited	25,000	110	110	£1,000,000	Tia. 10,374	Final of Tia. 7 1/2 and bonus of Tia. 2 1/2 making in all Tia. 10 for 1907	8%	Tia. 410 buyers
Peak Tramways Company, Limited	25,000	110	110	£1,000,000	£27,603	\$1 per share for period from 15th Oct. to 30th Apr. '07	8%	£24
Peak Tramways Company (new)	25,000	110	110	£1,000,000	none	...	...	£25 buyers
Philippine Company, Limited	67,100	110	110	£1,000,000	Dr. F. 34,334	None	7 1/2%	Tia. 108 buyers
Shanghai Gas Company, Limited	24,000	115	115	£1,000,000	Tia. 7,990	Interim of Tia. 3 1/2 for account 1907	7 1/2%	Tia. 41 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	115	115	£1,000,000	Tia. 9,711	Tia. 4 for 1905	...	Tia. 61 buyers
Shanghai Pulp and Paper Company, Limited	4,500	115	115	£1,000,000	Tia. 3,354	Final of Tia. 5 and Tia. 10 for 1906	...	Tia. 134 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	115	115	£1,000,000	Tia. 7,845	Interim of Tia. 5 for a/c 1907	8%	Tia. 350 buyers
Shanghai Waterworks Company, Limited	16,350	110	110	£1,000,000	Tia. 85,192	Interim of 15/- for account 1907 (old)	...	£20
South China Morning Post, Limited	6,000	115	115	£1,000,000	Dr. 41,034	Interim of 11/3 for account 1907 (new)	6 1/2%	£50
Siam Laundry Company, Limited	20,000	110	110	£1,000,000	£4,778	None	...	£50 sellers
Siam Waterworks Company, Limited	4,000	115	115	£1,000,000	Tia. 201	Tia. 6 1/2 for year ending 30.4.07	...	Tia. 97
Union Waterboat Company, Limited	50,000	110	110	£1,000,000	£540	First year	...	£10
United Asbestos Oriental Agency, Limited	10,000	110	110	£1,000,000	£1,360	80 cents on 9,000 ord. shares and \$10.00 on 100,000 shares for y. end. 31.12.07	8%	£10
Watson, (A. S.) & Co., Limited	90,000	110	110	£1,000,000	£5,482	Interim of 30 cents for account 1907	6 1/2%	£104 buyers
William Powell, Limited	15,000	110	110	£1,000,000	£41	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	£51 buyers

* These shares are entitled to half of the profits.

Printed and Published by John F. BARNES for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 2, Lane 10, North Bridge Road.

In the matter of rates is bound to follow, if the late demand keeps up.

Saloon to Hongkong.—According to mail advice received here early in the fortnight, the steamer market in Hongkong, owing to the vagaries of the exchange and a continuation of the rain, was a disorganised state, these obstacles appear, however, to be no longer in existence or are at least no longer so acute in evidence, for there have been no less than 6 fixtures for prompt loading dates, i.e., before Chinese New Year, and a couple of steamers have entered engagements for a series of trips to commence in February. At the rate of 15 to 17, and 14 cents were paid for the latter vessels, which means a rise of 5 to 6 cents per trip against the figure recorded in our last circular. The two boats chartered for consecutive trips obtained 17 and 16 cents, respectively.

Saloon to Philippines.—Four charters were concluded at 25, 26 and 27 cents.

Saloon to Java.—Our list of settlements only mentions three vessels as having been taken on. It is, however, stated on good authority that further business has taken place, of which the details for some reason or other are withheld.

Tailorwan to Canton.—has the nature of a boat for part cargo at 10 cents.

Coal Freight.—The rate to Kowloon is \$1.25 and \$2.00 respectively. Hongkong to Canton and Moll to Swatow have a charter each at low figures. The Moll to Hongkong market is not expected to resume any activity until middle of next month.

Monthly.—The brisk demand for tonnage tripping has been a feature of the time charter account, all for delivery after the Chinese New Year holidays, which fall due on the 2nd and 3rd proximo.

Casualty.—The s.s. *Yikang* belonging to the Indo-China S. S. Co., Ltd., has, during a dense fog, struck a rock in the vicinity of Swatow, whilst on a voyage from Wakamatsu for Canton. The vessel has become a total wreck and, unfortunately, the chief engineer and five of the Chinese crew are missing.

Sail Freight.—Nothing done.

Sail Tonnage loading or to load.—None.

Sail Tonnage Disengaged.—None.

Departure of Sailers.—None.

YESTERDAY'S EXCHANGE.

London—Bank T.T.	11/10
Do. demand	11/10 13/16
Do. 4 months sight	11/11 1/16
France—Bank T.T.	23/81
America—Bank T.T.	40
Germany—Bank T.T.	1/94
India T.T.	1/421
Do. demand	1/421
Shanghai—Bank T.T.	74 1/2
Singapore—Bank T.T.	22 1/2 prem.
Japan—Bank T.T.	92 1/2
Java—Bank T.T.	114

Buying.

4 months sight L/C	11/12
6 months sight L/C	11/11 3/16
30 days sight San Francisco New York	11/11
4 months sight do.	11/11
30 days sight Sydney and Melbourne	11/11
6 months sight France	2/45
6 months sight	2/47 1/2
4 months sight Germany	2/50
Bar Silver	25 9/16
Bank of England rate	4 1/2
Sovereign	\$10 40

LOCAL AND GENERAL.

From to-day, 1st instant, interest will sound at 6 1/2 p.m.

A REVISED list of authorized architects in the Colony is published in the *Gazette*.

MR. L. C. REES has been appointed Secretary to the Squatters Board in place of Mr. A. J. Darby.

INSPECTOR William Robertson has been appointed a sanitary inspector, vice Inspector D. McDonald, transferred.

LEAVE of absence, on private affairs, to England, has been granted to Lieutenant E. H. Bonham, A.D.C., from 25th January to 15th May, 1908.

LIEUTENANT J. R. C. ROBERTSON, 2nd Bn. Cameron Highlanders, will officiate as D.C. to the General Officer Commanding the Troops in South China from 25th ulto.

THIS and Battalion Cameron Highlanders commenced their musketry course on Thursday, 30th ulto, two companies at a time encamping near Kowloon City Rifle Range.

TEACHERS will be received at the Colonial Secretary's Office until noon of Wednesday, the 12th day of February, 1908, for the addition of a story to the Sai Ying Poon school.

It is notified in the *Gazette* that His Excellency the Governor has been pleased to appoint Monday, the 1st February, to be observed as a public holiday in the Colony.

THE Ministry of Finance has been ordered by Imperial command to remit Tia. 20,000 to Yunnan. The money is to be used in reorganizing the military forces of that province.

THE well-known steamer *Wingchat* was put up for sale by public auction last Saturday forenoon, by Messrs. Hughes and Hough, but had to be withdrawn, the reserve price not being reached.

HIS Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinance passed by the Legislative Council:—Ordinance No. 1 of 1908.—An Ordinance to amend the Fire Brigade Ordinance, 1868.

THE offices of the Supreme Court (subject, however, to the provisions of Section 5 of the Supreme Court (Vacation) Ordinance, 1893), will be open daily from 10 a.m. to 4 p.m. during the Chinese New Year Vacation which commences on the 2nd and terminates on the 6th February, 1908 (both days inclusive), except on public holidays, when the offices will be entirely closed.

A READER—to be precise a "Constant Reader"—has sent us a humorous skit on a subject which has lately become a passing topic in Hongkong, for lack of anything better. While we thank our contributor for his kindness in offering us this "milk-producing doe" we do not feel inclined to crowd our columns with matter which we feel sure would not appeal to the majority of our readers. Besides, we might be prosecuted for infringement of copyright.

HIS Honour Sir Francis Pigott, Chief Justice, has, by Commission signed by his appointed Mr. Frederick Howat, first barrister of the Supreme Court of Hongkong, to be a Commissioner to administer oaths and take declarations, affirmations, and attestations of honour in the Supreme Court of Hongkong in all matters under the Supreme Court (Administration) Ordinance, 1896, (No. 10 of 1896), in which he as barrister may be required to administer an oath or declaration, or to take an affidavit or to hold the said office.

LEAVE of absence, in extensive, has been granted to and Lieutenants A. Macleod and H. C. Mathew, 2nd Bn. Cameron Highlanders, from 26th March to 8th April, 1908.

THE Shanghai Football Team is due to arrive here Sunday, 2nd inst. p.m., and are to play the H. K. F. C. on the Club ground on Monday, the 2nd inst. The match will start at 4 p.m. sharp.

WE understand that H.E. We Tien-fang, Chinese Minister-designate to the United States, Spain and Peru, and his suite will leave Shanghai for Washington on February 4 by the s.s. *Siberia*.

THE Chinese Engineering and Mining Co., Ltd. announces that the total output of the Company's three mines for the week ending January 11, 1908, amounted to 18,225.88 tons and the sales during the same period to 20,341.80 tons.

MR. HAVRE DRENE informs us that the Governor

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5082

號九十二月二十年三十三緒光

SATURDAY, FEBRUARY 1, 1908.

六拜禮

號一月二英港香

\$30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP YEN 24,000,000
RESERVE FUNDS " 15,550,000

Branches and Agencies.

TOKIO. CHEFOO.
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SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG.—INTEREST ALLOWED.
On Current Account at the rate of 1 per cent. per annum on the Daily Balance.

On fixed deposit:—

For 12 months 5% p.a.

" 6 " 4% " "

" 3 " 3% " "

TAKAO TAKAMICHI,
Manager.

Hongkong, 31st October, 1907. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000
RESERVE FUND " 5,722,222
RESERVE FUND GOLD \$3,250,000
RESERVE FUND " 5,722,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

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LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4% per cent. per annum.

" 6 " 3 " " "

" 3 " 2 " " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 23rd January, 1908. [25]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,475,000

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Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUNDS \$11,750,000

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Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FROM	STAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE & YOKOHAMA	{ NUBIA Capt. F. J. Fox	About 5th Feb.	Freight and Passage.
SHANGHAI	{ DELTA Capt. C. L. Duffell	About 7th Feb.	Freight and Passage.

LONDON, &c., via usual Ports	REINSLAR	8th Feb.	See Special Advertisement.
MARSEILLE, LONDON and ANTWERP	{ PALAWAN Capt. C. R. Longden	About 12th Feb.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 31st January, 1908. [7]

Intimations.

LANE, CRAWFORD & CO.

THE

REAL MACKENZIE WHISKY,

VERY SPECIAL LIQUEUR.

\$21.00 PER DOZ. \$1.85 PER BOTTLE.

CLAN MACKENZIE WHISKY,

OLD MATURED.

\$14.00 PER DOZ. \$1.20 PER BOTTLE.

These Whiskies are prepared from the choicest ingredients, correctly distilled and aged in wood. It is the most perfect stimulant obtainable.

SOLE AGENTS IN THE EAST—

LANE, CRAWFORD & CO.

Telephone 97.

[38]

V. O. S.

EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 31st January, 1908. [40]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout American).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co., sole agents.

Hotel.

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMKON).

SHAMKON, CANTON.

ON THE EASTERN CONCESSION.

H. HAYNES, Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).

MACAO, CHINA.

IN THE CENTRE OF THE CHINA GAZETTE.

Capt. T. ADSTIN, Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED

EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND</

Shipping—Steamers.

NORDDEUTSCHER LLOYD, THE YOKOHAMA DOCK CO., LTD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST"..... Capt. Rud Meyer	SUNDAY, 10 A.M. 2nd Feb. 1908.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY and MEL- BOURNE	"PRINZ WALDEMAR"..... Capt. W. von Senden	SATURDAY, 5 P.M. 1st Feb. 1908.
YOKOHAMA and KOBE	"PRINZ SIGISMUND"..... Capt. D. Lens	About FRIDAY, 7th Feb. 1908.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ HEINRICH"..... Capt. Grosch	WEDNESDAY, Noon, 12th Feb. 1908.
KUDAT and SANDAKAN	"BORNEO"..... Capt. F. Sembill	Middle of February.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th January, 1908.

WEST RIVER BRITISH STEAMSHIP
COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"
SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.
These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by
Electricity.
THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS
VERY FINE AND EXHILARATING.
For further information apply to—
BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. COMPANIES.
Hongkong, 2nd November, 1907.

REGULAR HONGKONG-CANTON LINE OF
STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU", 1,900 tons, 14 knots,
S.S. "CHARLES HARDOUIN", 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 9.30 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).
These superb steamers carrying the French Mail are fitted throughout with Electric Light
and Fans and were specially built for this trade. Excellent cuisine.
The Company's Wharf is at the end of Wing Lok Street (Tram Station).
Canton Agents—Messrs. E. Pasquet & Co.
For further particulars, please apply to—
BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907.

JAVA-CHINA-JAPAN LIJN.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAN	First half Feb.	JAVA PORTS	First half Feb.
TJILATJAP	JAPAN	First half Feb.	JAVA PORTS	First half Feb.
TJIPANAS	JAVA	Second half Feb.	JAPAN	Second half Feb.
TJIKINI	JAVA	Second half Feb.	JAPAN	Second half Feb.
TJIMAH	JAVA	Second half Feb.	JAPAN	Second half Feb.
TJILIWONG	JAPAN	Second half Feb.	JAVA PORTS	First half Mar.

The Steamers are all fitted throughout with Electric Light and have Accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 373,
YONG BUILDINGS, 1st floor,
Hongkong, 28th January, 1908.

Dentistry.

TSHIN TING,
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEE.
Consultation Free.
Hongkong, 29th Jan. 1908.

DR. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY
35, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of
entrance, top 95 ft., bottom 76 ft.
Water on blocks, 37.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft., bottom 45.8
ft. Water on blocks, 36.5 ft. Time
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Docking
and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work
and a large stock of material is always at hand; (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Sigsal Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Nos. 379, 406, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

IMPERIAL BREWING COMPANY,
LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.,

General Agents.

Hongkong, 22nd October, 1907.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
9, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, CALCUTTA, SHANGHAI,
31, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
Hongkong, 27th November, 1907.

Hotels.

CONNAUGHT HOTEL,
HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.
Bath to Every Room.
Hot and Cold Water Throughout.
Hotel Launch Meets all Steamers.
Special Terms for Tourists and Parties or Families.
FOR TERMS APPLY TO—
THE MANAGER & AGENT.

KOWLOON HOTEL,
HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-Class Hotel in Kowloon.
Most Charming and Popular Resort in the
Colon.
Electric Lights, Fans and Call Bells.
Bath Rooms attached to Each Room.
Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern
Luxury.
Billiards and Bowling, Alloys.
Moderate Terms and No Extras.
Modern Management.
O. E. OWEN, Proprietor.
Telegraphic Address: "CHEF" HONGKONG.
Telephone No. 24.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, T.S.
For Terms &c. apply to the
MANAGER.

THE CHINESE ARMY.

THROUGH FRENCH SPECTACLES.

According to "Le Franco Militaire" Sir Robert Hatt, that old friend of China, had elaborated a plan for providing the Celestial Empire with a military organisation, that was to form four army corps of 50,000 men each, and to create three fleets and three aerodromes. This was not approved. The eighteen provinces of China proper, Chinese Turkestan, and the Peking region will instead form twenty military districts, and in each of them an army corps will in time be created, so that a force five times as large as that proposed by Sir Robert is to be formed. Each division will comprise twelve infantry battalions, one regiment of cavalry, three groups of artillery, and a company of engineers. These forty divisions, each 12,000 strong, will constitute an army of 480,000 men. The organisation of this formidable force will, it is said (but many things are said in China), be completed in 1910. The pay of the soldiers will be one tael, or, say, 3s. 4d. a month, and will be kept up at the same rate after they pass into the Reserve, in which they remain for twelve years after concluding their service with the colours. During the first nine of these years the Reserve will have to serve two months per annum, one month in spring and the other in autumn, with the colours. In the last three years they will be called up for a few days only. At the head of this future army is placed a President of the Upper Council, Prince Ching, a member of the Imperial family. But in consequence of his advanced age Prince Ching has delegated his powers to our old friend, Yuan-shih-kai, once more Viceroy of the province of Chih-li, who thus becomes the virtual chief of all the Chinese armies. He will direct the annual manoeuvres and all reforms will emanate from him. The Upper Council is above and outside the authority of the Viceroy of provinces. Under its orders are the Ministry of War, organised in the European fashion, and divided into six departments, the great General Staff that prepares plans of campaigns, and a department that directs the education of officers, to which the military schools belong. The principal military schools are at Peking, Nanking and Wuchang. Preparatory schools will be arranged for in each of the eighteen provinces. Young men of good family are sent to Japan, where they are to be instructed in the military art. They will then be allowed to serve as extra officers in the Japanese Army for as long as their Government wishes. There are already seven or eight hundred of these young men in Japan. By these arrangements about a thousand young officers will be educated either in Japan or China every year. It is said that the Chinese, who are very stolid, make excellent rifle-shots.

TOWCHANGS IN CROCODILE'S
STOMACH.

While Mr. Henbrey, the Assistant Conservator of Forests, Matang, was examining the work done by firewood cutters on the mangrove islands off Port Weld, the other day, he came across a crocodile which he promptly shot. When measured, it was found to exceed fifteen feet, while in its stomach were found two towchangs and various other articles, including a ring.

This crocodile, says the *Perak Pioneer*, had caused trouble for many months, till firewood cutters refused absolutely to work in the locality. It had followed sampans and seized hold of them on several occasions, and as recently as the 28th of last month, it took a Chinaman by the thigh, breaking it in splinters. The man was not carried away, his friends arriving and basting off the reptile, but he died within a few hours.

For Sale.

RACE BOOKS, 1908.
FOR SALE, PRICES:
LEATHER COVERED \$2.00 each.
CLOTH COVERED 1.75 "
PAPER COVERS 50 "
May be had from
NORONHA & CO.,
Printers to the Hongkong
Jockey Club.
KELLY & WALSH, LD.,
W. BREWER & CO.
Hongkong, 18th January, 1908.

COLD STORAGE.
THE HONGKONG ICE COMPANY,
LTD. have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.,
daily Sunday excepted, to receive and deliver
perishable goods.
WM. FARLANE,
Manager.
Hongkong, 22nd Jan., 1908.

A WONDERFUL DISCOVERY.
THERAPION.

This preparation is unquestionably one of the most genuine and reliable. It is made by the scientific method, and has been used in the Continental Hospitals by Richard, Kottan, Jobert, Volp, and others, the well-known specialists, and is indeed by all who are regarded as authorities in such matters, including the celebrated Lillie and Sons, by whom it was first introduced into this country. From the time of its introduction, it has been the subject of search of the most generous minds, and far beyond the mere power of such could ever have been discovered. It is a remedy of a really new kind, and is a discovery of the greatest importance. It is a remedy of a really new kind, and is a discovery of the greatest importance. It is a remedy of a really new kind, and is a discovery of the greatest importance.

THE NEW FRENCH REMEDY
THERAPION
which may certainly rank with it, if not take precedence of it, is the discovery of the day, and which has little estimation and some have been made, and the extensive and overpriced demand that has been created for this medicine, which is introduced appears to prove that it is destined to take its place in the ranks of the most valuable remedies that were formerly the sole reliance of medical men. Therapion may be a remedy of the greatest importance, and is a discovery of the greatest importance. It is a remedy of a really new kind, and is a discovery of the greatest importance.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
WEDNESDAY,
the 5th February, 1908, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
A LARGE QUANTITY OF
JAPANESE CURIOS,
Comprising—
FINE CARVED CHERRYWOOD
TABLES, CHAIRS AND STANDS, BEAUTIFUL
FUTON, TRUSS, C. RINGS, DAI BUTSUS,
BUDDHAS, VASES, BOWLS, IVORY
CARVING, SILK-EMBROIDERED
HAND BAGS, SCREENS, BED COVERS,
TURTLE-SHELL DRESSING CASES
AND ORNAMENTS, KINKOAN, SAT-
SUMA, TRA SETS, VASES, PLATES,
BOWLS, INCENSE BURNERS, and
MOTHER-OF-PEARL INLAID SCREENS,
&c.
Catalogues will be issued.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 30th January, 1908.

Intimations.

WHERE ARE
YOU GOING?

WHY, TO CHAZALON & CO.,

6, QUEEN'S ROAD CENTRAL.
Where I am sure to find the best
FRENCH BOTTLED,
LIQUEURS,
BURGUNDY,
BORDEAUX,
CHAMPAGNE
and
CLARET.
Hongkong, 20th January, 1908.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.

SOLE AGENTS for
FERGUSON'S SPECIAL CREAM,
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1907.

THE
EASTERN CYCLE CO.,
3, ARSENAL STREET,
WANCHAI.

BICYCLES--BICYCLES.

CHEAP SALE.
FOR A SHORT PERIOD ONLY,
COMMENCING FROM JANUARY 10, 1908,
MACHINES
FOR
LADIES AND GENTLEMEN FITTED with
2 and 3 SPIT GEAR,
OF ALL
GRADES and GUARANTEED ENGLISH
MAKES.
All Prices to suit individual requirements.

BICYCLE ACCESSORIES:
LAMPS (gas and oil), BELLS, TYRES, CYCLO-
METERS, INFLATORS, SPANNERS,
AND EVERY OTHER REQUISITE FOR
CYCLISTS.

NEW BICYCLES FOR HIRE.
REPAIRS, UPGRADES, EXCHANGES
EFFICIENT.

THE
EASTERN CYCLE CO.,
3, ARSENAL STREET,
WANCHAI.

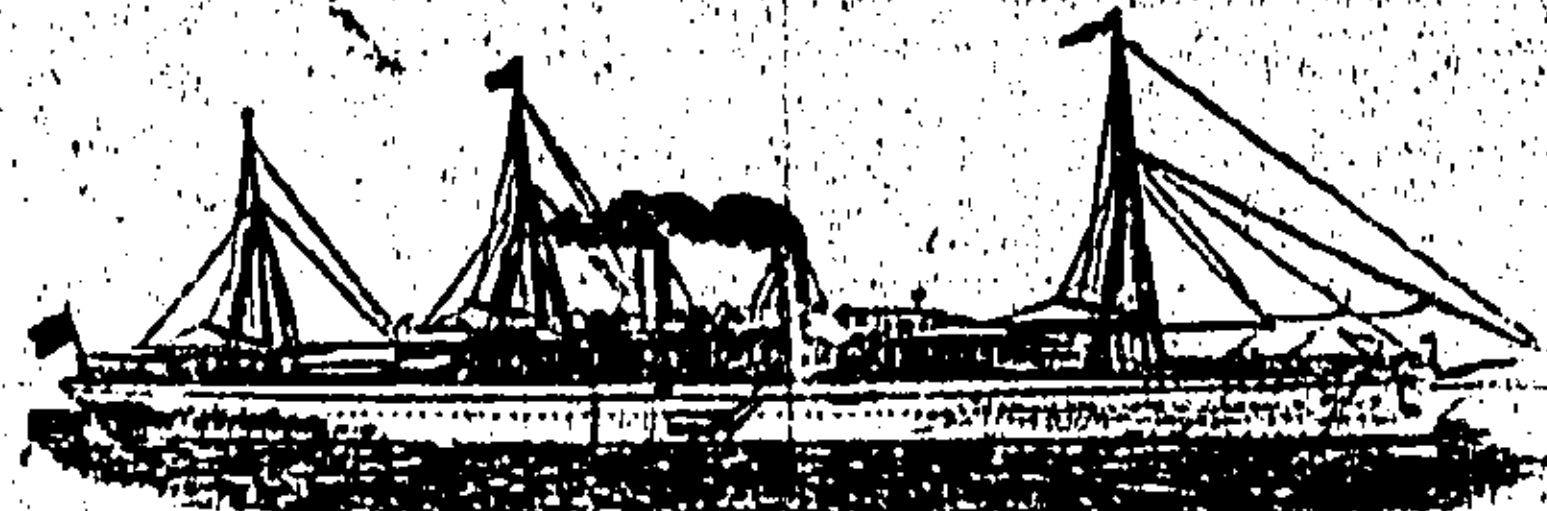
Hongkong, 15th January, 1908.

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
T. LET REQUISITES
FOR SALE.
17, D'AGUIAR STREET,
HONGKONG.

Hongkong, 15th January, 1908.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

N.M.S.	Tons	Leave HONGKONG	Arrive VANCOUVER
"EMPRESS OF JAPAN"	6,000	THURSDAY, Feb. 13th	Mar. 2nd
"EMPRESS OF CHINA"	6,000	THURSDAY, Mar. 13th	Mar. 30th
"EMPRESS OF INDIA"	6,000	THURSDAY, April 9th	Apr. 27th
"MONTEAGLE"	6,163	WEDNESDAY, April 23rd	May 16th
"EMPRESS OF JAPAN"	6,000	THURSDAY, May 7th	May 25th
"EMPRESS OF CHINA"	6,000	THURSDAY, June 4th	June 22nd

"EMPRESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons, register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10. Hongkong to London, Intermediate on
Steamers, and 1st Class on Railways, via St. Lawrence £40. Via New York £42.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

Hongkong, 29th January, 1908.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	"TUNGSAH"	SUNDAY, 2nd Feb., Daylight.
SHANGHAI	"KUNGSANG"	WEDD'AY, 5th Feb., Noon.
MANILA	"YUNSAH"	FRIDAY, 7th Feb., 4 P.M.
SANDAKAN	"MAUSANG"	SATURDAY, 8th Feb., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"KUTSANG"	FRIDAY, 14th Feb., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"KUTSANG"	FRIDAY, 14th Feb., 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 14th Feb., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAHSANG"	THURSDAY, 20th Feb., 3 P.M.

FOR THE MANILA CARNIVAL.

A Special reduced fare of \$50 for Return Passages will be issued for our Sailings to Manila of the 24th and 31st instant, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo and Tientsin via Ching-Wan-Tau.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,

General Managers.

Hongkong, 1st February, 1908.

CHINA NAVIGATION CO., LIMITED.

For	Steamers	To Sail
MANILA	"TAMING"	5th Feb., 4 P.M.
SHANGHAI	"LI'AN"	6th " "
SHANGHAI	"YOGOW"	7th " "
CEBU & ILOILO	"SUNGKIANG"	8th " "
MANILA, ZAMBOANGA & COLONIES	"CHANGSHA"	10th " "
SHANGHAI	"KIUKIANG"	11th " "
MANILA	"TEAN"	12th " "
CEBU & ILOILO	"KATFONG"	15th " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 31st January, 1908



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. —All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	Rodger	MANILA	SATURDAY, 8th Feb., 1908
KORI	2540	Almond	"	SATURDAY, 15th Feb., 1908

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 1st February, 1908

CHINA & MANILA STEAMSHIP CO., LIMITED.

MANILA CARNIVAL.

A CARNIVAL will be held in MANILA under Government auspices commencing on the 27th FEBRUARY, 1908. As an inducement to Hongkong residents to patronise this important event, besides enjoying a holiday of reasonable length, we have decided to despatch our steamer "ZAFIRO" for a special Carnival trip, leaving Hongkong at 4 P.M. on the afternoon of SATURDAY, the 22nd FEBRUARY. The "ZAFIRO" will reach Manila on Tuesday morning and in order that the full round of festivities may be enjoyed we shall not despatch the steamer from Manila until 2 A.M. on the morning of Tuesday, the 3rd March. She will reach Hongkong again at daylight on Thursday, the 5th March.

We have arranged a special fare for this round trip of \$50 and Passengers, should they so desire, may make arrangements to remain on board during steamer's stay in Manila.

For further particulars, apply to the Undersigned.

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 2nd January, 1908.

Shipping—Steamers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS and SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship

To sail

"SAINT PATRICK" About the 16th March, 1908.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents

27th January, 1908.

FOR SHANGHAI, YOKOHAMA, KOBE, AND MOJI.

THE Steamship

"GREGORY APCAR."

Captain S. H. Belsom, will be despatched for the above Ports, TO-MORROW, the 2nd inst., at Daylight.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 1st February, 1908.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS."

Captain Girard, will be despatched for the above Ports, on or about MONDAY the 3rd February.

For Freight or Passage, apply to

J. MILLET,

Agent.

Hongkong, 27th January, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

via

MOJI, KOBE AND YOKOHAMA.

Steamer

Tons

Captain

Sailing

1908

Kumari 6,332 Cowley 8th Feb.

Shawmut 9,600 E. V. Roberts 21st Feb.

Tramont 9,600 T. W. Garlick 17th Mar.

Swartick 6,332 Shotton 9th Apr.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. Shawmut and Tramont

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room. Barber's

shop and steam-laundry. Cargo carried in

cold storage.

† Cargo only.

PARCEL EXPRESS TO THE UNITED

STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 17th January, 1908

"SHIRE" LINE OF STEAMERS,

FOR LONDON, ANTWERP AND

HAMBURG.

THE Steamship

"FLINTSHIRE"

will be despatched for the above Ports, on

the 20th February, 1908.

For Freight, etc., apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 22nd January, 1908.

"INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI"

Captain MacFarlane, will be despatched as

above on or about the 25th February.

For Freight, apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, 27th January, 1908.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARAKU, KOBE AND YOKOHAMA).

With liberty to call at HONOLULU and

SALINA CRUZ.

Steamers

Tons

To sail

1908

KARAKU MARU 6,100 (Sometimes)

March, 1908.

Taking Freight and Passengers to other

Eastern and Western Coast ports of South

America in connection with Steamers of the

Pacific S. N. Co.

For further information as to Freight and

Passage, apply to

KIMATSUDA,

Manager,

Queen's Buildings,

Hongkong, 26th December, 1907.

Hongkong, 26th December, 1907.

Hongkong, 26th December, 1907.

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Hongkong, 26th December, 1907.

HONGKONG AVERAGE MARKET

PRICES

Corrected 31st January, 1908, per 5 Mts.

BUTCHER MEAT

Cents.

Beefsteak & prime cut—Mei Lung Pa 18

" Corned—Ham Ngau Yuk 20

" Roast—Shiu 18

" Breast—Ngau Lam 16

" Soup, Tong Yuk 13

" Steak—Ngau Yuk Pa 18

" Sirloin—Ngau Lau 30

" Sausages—Ngau Yuk Chang 26

" Bullock's Brains—Kao 10

" Tongue fresh—Ngau Li 45

" Corned—Ham Ngau Li 55

" Head—Ngau Tau 85

" Heart—Ngau Sum 12

" Hump, Salt—Ngau Kin 18

" Feet—Ngau Keok 7

" Kidneys—Ngau Yiu 10

" Tail—Ngau Mei 17

" Liver—Ngau Con 12

" Tripe (undressed)—Ngau To 6

" Calves' Head and Feet—Ngau Chai 90

Intimations.

Powell's

First Annual Clearance Sale.

ALL GOODS
GREATLY
REDUCED.

Ladies' Shoes, Coats,
Costumes, Millin-
ery, Corsets, Under-
wear, Gloves,
etc., etc., etc.,

at
REMARKABLY
LOW PRICES.

CASH SALE

Gents' Shirts, Neck-
wear, Boots, Shoes,
Waistcoats, Under-
wear, Gloves, Caps,
Hats, Sticks, Py-
jamas, Socks, Over-
coats,
etc., etc., etc.,

at
25 per cent.
DISCOUNT.

This sale being for
CASH only no goods
at Sale prices will be
entered to accounts.

February 4th
TO
February 11th

NOW
PROCEEDING.

WM. POWELL,
LTD.,
DES VŒUX ROAD,
and
28, QUEEN'S ROAD.

Public Companies

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on 5 P.M. on the 11th day of February, 1908, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1907.

By Order of the Court of Directors,
J. R. M. MITCH,
Chief Manager.
Hongkong, 28th January, 1908. [173]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the Corporation will be CLOSED on MONDAY, the 3rd, to the 15th day of February, 1908, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. MITCH,
Chief Manager.
Hongkong, 28th January, 1908. [174]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 24th February, 1908, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th February, both days inclusive.

By Order of the Board of Directors,
THOS. L. ROSE,
Secretary.
Hongkong, 29th January, 1908. [176]

Notice of Firm.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co.
Agents.
Hongkong, 31st July, 1907. [147]

Intimations.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes
9.30 a.m. to 11.00 a.m. ... Every 15 minutes
11.30 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.15 p.m. ... Every 10 minutes
1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.15 p.m. ... Every 10 minutes
2.15 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 8.00 p.m. ... Every 10 minutes
8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 10.30 a.m. ... Every 15 minutes
10.30 a.m. to 11.00 a.m. ... Every 10 minutes
11.00 a.m. to 12.00 noon ... Every 15 minutes
12.00 noon to 1.00 p.m. ... Every 10 minutes
1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 10 minutes
NIGHT CARS at Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m., and 12.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th June, 1907. [172]

PAEST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,
Agents for

HONGKONG & SOUTH CHINA.
Hongkong, 29th July, 1907. [145]

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, a sort of loss of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, some of prostration or weariness, depression of spirits and want of energy for all the ordinary activities of life. It is a condition which is common to all races and is incurable unless it is treated by the NEW FRENCH REMEDY THERAPY No. 3.

It is taken in accordance with the 1st and 2nd directions accompanying it, will the patient's health be restored.

THE EXPIRING LAMP OF LIFE

and a new condition in place of what had so lately seemed hopeless, "used up" and "run down." This wonderful medicine is entirely vegetable and innocuous. It is applicable to the most difficult cases of prostration and depression of spirits and want of energy for all the ordinary activities of life. It is a condition which is common to all races and is incurable unless it is treated by the NEW FRENCH REMEDY THERAPY No. 3.

THERAPY.

It is taken in accordance with the 1st and 2nd directions accompanying it, will the patient's health be restored.

Sold by all Chemists.

Consignees.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"AMBRIA."

Captain Schwidhammer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 27th January, 1908. [164]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"SLAVONIA."

Captain Kotske, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 4th prox., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 28th January, 1908. [171]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'S Steamer

"SOCOTRA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 3rd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 28th January, 1908. [17]

"BEN" LINE OF STEAMERS.

S.S. "BENGLOE."

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 31st January, 1908. [182]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 1st prox., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 31st January, 1908. [183]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 57½ lbs. net £8.00 per Cask.

In Bags of 50 lbs. net £8.00 per Bag.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 2nd October, 1907. [15]

TO THE HOMEWARD BOUNDER.

There's a steamship that we know

And its "on and on and on" going,

To this office you apply,

But approach it, by the by,

With due modesty, for really there's no knowing

How you will be received

For I've sometimes known folks grieved,

And angry at the treatment condescended;

But, of course, the fault's their own,

For the management is known

For its courtesy and kindness, which are splendid.

Hence the general hymn of praise,

Which the travelling public raise,

In honour of the company that we mention,

For the comfort and the ease,

That they give you on the seas,

Which is only equalled by the staff's attention.

So as you ascend the stair

To their office, wear an air

Of humility, if you would be attended,

For they really do not care (if)

You a passage take elsewhere;

So their dignity, it must not be offended.

But there's yet another line,

If you really should decline,

To take your ticket off to get a ticket;

And this company will find

They don't want clerks of the kind

Of Kipling's fabled ones before the wicket.

—PAGAN in Singapore Free Press.

WATER PURIFICATION.

Among the many achievements of modern hygienic science there are none more notable than those relating to the prevention of disease caused by the drinking of impure water.

Probably no country in the world has had more experience than India of the injurious effects of impure drinking water, whether from wells, rivers, drains or tanks. It is unquestionably responsible for a very large proportion of the total sickness in the land.

Recognising the possibilities of water for human consumption containing pathogenic germs, attention has been more and more given during the past generation to the general provision of ample supplies for domestic use which shall not only be free from contamination with germ-laden liquid, but which shall also practically contain no matter in suspension.

Filtration through beds of sand is one of the oldest means of effecting the necessary purification, and in certain cases, under suitable conditions and care, affords excellent results.

More recently, mechanical filters have largely come to the front, and the high efficiency and output of the many modern water purification and filtration plants mark a great advance on former practices.

In the slow and filtration as well as the more rapid mechanical methods, however, chemical science has come to the aid of the Engineer, and not only largely facilitated his work but rendered possible the achievement of results hitherto unattainable. The "life" of a filter and its efficiency are, it is now generally recognised, greatly increased by the preliminary elimination of the major part of suspended impurities contained in the water under treatment.

Alum has for centuries been in common use in China for the clarification of water, and is capable of effecting most efficient purification, if the impurities it precipitates are allowed sufficient time to settle out. Its alumina entangles and carries down bacterial and suspended matter alike, leaving the purified water brilliantly clear.

As, however, alum is expensive, it may be replaced by the cheaper "salt," Sulphate of Alumina, but the alumina compound now most generally used in the purification of potable and other water supplies is Aluminiumferic, a product which—strength for strength—is only one-third the price of alum.

One very great advantage of using the Aluminiumferic is that the purified water contains no constituent which was not present in the liquid before treatment with the unimportant exception that the carbonate of lime, naturally present in the water, is converted to a limited extent into sulphate of lime—a common constituent of excellent potable water supplies.

Aluminiumferic is usually employed at the rate of about 1½ grains per gallon, and the results, both from the appearance and bacteriological points of view, are excellent. The use of alumina as a coagulant is now regarded as an essential in the majority of rapid filtration plants dealing with water containing difficultly sedimented matter. In some cases the precipitant is applied to the water as it passes to the filter; in others, the bulk of the precipitate is settled out first.

The extent to which alumina is capable of entangling and carrying down micro-organisms is remarkable, and careful laboratory results have conclusively shown that from 80 to 90 per cent. of the bacteria present may be precipitated with the use of from 2 to 5 grains of Aluminiumferic per gallon.

The application of the Aluminiumferic is extremely simple. It dissolves freely in water. It is produced in slabs measuring 22 x 7 x 6 inches; each weighing about 50 lbs.

The slabs are placed in a perforated wooden box at the bottom of reservoir, and as the volume of water in the reservoir rises, the rate at which the Aluminiumferic is dissolved is increased by diminished proportions of water. Water in tanks or cisterns may be purified by adding Aluminiumferic to solution at the rate of one pound for every 2500 gallons, then thoroughly mixing and allowing to settle for a few hours.

We leave Messrs. Messrs. Balmes, Lawrie and Co., of Calcutta, who are agents for Aluminiumferic, have issued a circular letter and pamphlet addressed to every Municipality, State and District in India respecting Aluminiumferic, and it will be well if every different Municipality or local authority followed the example of the Calcutta, Bombay and other large Municipalities who have been using Aluminiumferic for many years past, and whose water supply is known to be pure and wholesome.

Don't Worry. Don't Worry.

WHY WORRY?

CONSULT PHAROS.

THE MYSTIC AND MODERN ASTROLOGER

Yes, Why Worry?

About your Business, Health, Pleasures, Friends Abroad, your Love Affairs and Chances in Life.

Yes, Why Worry? Consult Pharos. He is able to advise you, console you and ward you. His ambition in this life is to help those in trouble, and must not be classed with the rogues of Palmists who use their *Supposed Gifts* to make money. Pharos is independent of this. Willing and able to help all in trouble and relieve their anxiety to the best of his ability and experience.

PHAROS HAS A MESSAGE TO YOU.

You are anxious to put your son to a business that will prosper. Will your daughter be happy in her married life? You are in love. How I make the wise choice in what I think is a partner into my business? Should I be a gold digger abroad? All these questions Pharos can answer and advise by the aid of astrology. Why not put this to the test. Send P. O. value 1/- and addressed, stamped envelope to—

PHAROS, DEPT. 14, 45 UNION STREET, GLASGOW

With your Birth Date, Full Name and Title and Town or County of Birth, if possible, send receipt of same Pharos will send you a written Test Forecast.

With the above Pharos will send you FREE a WRITTEN FORECAST OF YOUR FUTURE.

PICTORIAL POSTCARDS.

100 ASSORTED Scotch, English & Irish Views, etc. for 1/6.

1000 Assorted, Scotch, English, Animals, Loves and Comic Cards for 1/5.

English and Continental Assorted hand tinted real glossy Pictorial 1/5; all grades.

CHRISTMAS & NEW YEAR CARDS with ASSORTED pictures.

100 Cards for 1/5; Value 1/4; 20 1/2; 10 1/4 and 6d each.

100 ASSORTED Cards for 1/5.

27 Foreign Illustrated Cards for 1/5.

Foreign & Colonial Stamps and envelopes. Kindly send Money Order.

PHAROS POSTCARD CO., 45, Union Street, Glasgow.

Intimations.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

IN accordance with Government Notification No. 41, FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 3rd February, 1908.

By Order,
A. R. LOWE,
Secretary.
Hongkong, 31st January, 1908. [181]

CHINESE NEW YEAR HOLIDAY.

IN accordance with Government Notification No. 41, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 3rd proximo.

Hongkong, 27th January, 1908. [168]

WANTED.

LODGINGS, preferably in Kowloon, State terms.

Apply to—
A. B.
C/o Hongkong Telegraph.
Hongkong, 27th January, 1908. [167]

NOTICE.

THE only Edition of the RACE, BOOK, and PROGRAMMES required by the Stewards of the Jockey Club are those printed by Messrs. NORMAN & Co.

T. P. HUGHES,
Clerk of the Course.
Hongkong, 17th January, 1908. [157]

MEDICAL DEPARTMENT.

WARNING.

THE European residents of the Colony are advised to avoid China-town during the forthcoming China New Year Festival, UNLESS THEY HAVE BEEN RECENTLY VACCINATED, owing to prevalence of Small-pox among the Chinese Community.

J. M. ATKINSON,
R.C.M.O.
Hongkong, 29th January, 1908. [172]

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the Head Quarter Office, Victoria Barracks, until 12 o'clock Noon, on WEDNESDAY, the 12th of February, 1908, for the undermentioned Supplies and Services, for the period of 12 months from 1st April, 1908:—

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A—THORNE'S BLEND	\$1.00
B—WATSON'S GLENORCHY, Mellow Blend	1.05
C—WATSON'S ABERLOUR, GLENLIVET (Peat Whisky) ...	1.15
E WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY	1.40
THORNE'S OLD VAT, No. 4 ...	1.30
MUNRO'S "HOUSE OF LORDS" ...	1.40
DANIEL CRAWFORD'S FINEST VERY OLD SCOTCH WHISKY	1.40

Our celebrated "E" Blend, very old Liqueur Scotch Whisky, is a blend of the finest pot distilled Whiskies in Scotland, specially selected and matured. It is of great age, very fine and mellow. Its superior quality has established its reputation as the

LEADING SCOTCH WHISKY IN THE EAST.

A. S. WATSON & CO., LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 25th January, 1908.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House, Road, and should be accompanied by the Writer's Name and Address.

Official business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On delivery not by post, an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 1, 1908.

WAR AGAINST VAGRANCY.

For some time the Norwegians have had under serious consideration how best to deal with idlers, beggars, tramps and drunkards, a question which perennially crops up in Hongkong. They have passed a special act which enables the authorities to deal in a wholesome way with able-bodied loafers, beggars, tramps, aliens and drunkards who shirk their financial duty to their dependents. An able-bodied man who will not work, says the *Poor Law Officers' Journal*, can now be warned by the police against his manner of life and told where he is to apply for employment. Thus direct official action is taken against idling and loafing. He is to be prevented coming on the community for support, or so acting that his family becomes a charge on the poor law the interpretation clause to include even a man's divorced wife and his illegitimate children. This, of course, involves the providing of work, a task beset with difficulties, but probably easier in that country than in this Colony, as they have immense tracts of available land which could be brought into cultivation, and this, it is affirmed, would conduce to the prosperity of the country. It is not suggested that this form of employment should be made compulsory for vagrants on the beach in Hongkong. At all events, attention is being turned in that direction, in Norway, though for the immediate present they are depending for their supply of work on the needs and applications of the citizens. This, however, is not likely to be sufficiently regular or abundant, and a speedy difficulty may arise from the character of those who

are forced into employment. Decent people may reasonably shrink from taking them into their service, and if they are required to work in conjunction with others their pace may be far too slow, and consequently damaging to the whole establishment. The provision of work is a vital point, in the opinion of the *Journal*, which proceeds to remark that on its solution largely depends the whole scheme. The financial condition of the country may be a powerful incentive—it is poor and cannot keep those who will not work. Besides, the people are industrious and appear to loathe the slothful and the skulker. That the country means business can be further inferred from a suggested method of preventing escape, through the possibility of work being irregular and intermittent. A person may be ordered by the police to go to the labour bureau, but not do so, and, on the other hand, there may not be any work. Both these contingencies are realized so the idea is to give an unsuccessful applicant a card which will be evidence of obedience, and also state when the next visit must be paid. This is a detail that may be varied, but it indicates the size of the meshes of this official net. Suppose a person refuses to do the work assigned, or leaves it without reason, or is dismissed through bad conduct, and within a year either he or his dependents come on the poor law for relief in consequence of the return to lazy habits, then the authorities can send him to the workhouses for eighteen months, or for three years if it is a second offence. The workhouse is an institution between a prison and an English workhouse, and the chief points are that liberty is forfeited, begging is impossible, and they must face either work, hunger or punishment. The provision with regard to tramps is most stringent. A person found roaming about and endangering the safety of others is liable to detention in the same establishment for three, and up to six years. The courts are clear and effective. The individuals are first watched by the police and then warned that they must get a fixed residence within a given time, and if they do not they are taken in charge. Some option is reserved to the police as to whether they will send a lazy person to the workhouse or to the legal home—should they find out where it is—but the decision rests with the police. In this connection it is important to know that the police have certain judicial functions unknown to such officers in England. It is quite possible—and even probable—that some will be found who are unable to settle because too poor, and in these circumstances they are to have a house found for them, the funds for which being provided from money set apart for the purpose. The place in the first instance is considered by the police, but there is reserved the right of appeal to a higher court.

LOCAL AND GENERAL.

OWING to the incidence of Chinese New Year there will be no issue of the *Hongkong Telegraph* on Monday next, 3rd February.

THE Japanese Consul at Portland, Oregon, has been recalled.

A NUMBER of arms destined for the rebels of Hayti have been seized in New York.

ENGLAND is ransacking Kaid Sir Harry Maclean from the Moorish Chieftain Katsali.

THE agitation in commercial and industrial circles in Japan against increased taxation is continuing.

THE Colonial Secretary has received the following telegram from H. M. Consul, Batavia:—"Hongkong declared to be infected with bubonic plague."

THE Government of Canada is not, as yet, prepared to extend the benefits of the British Preferential Tariff in Canada to the products of Hongkong.

HIS Excellency the Governor has been pleased to accept the resignation of Lieutenant J. T. Hayton of his Commission in the Hongkong Volunteer Corps.

IT is reported that the Philippines coastwise steamship *Alfred*, which has been out of commission six months, will shortly be brought to Hongkong to be re-built.

THE prohibition against emigrants going to Hawaii, except in the case of the near relatives of previous emigrants, has caused a great panic among Japanese emigration companies.

OUR Swatow correspondent writes:—An enjoyable cricket match was played at Swatow on the 29th ult. between Switow and H.M.S. *Chio*, and was won by the former by 51 runs. H.M.S. *Chio* had a second knock and managed to total 58 runs.

AT St. Andrew's Church, Kowloon, to-morrow, the 11 a.m. service (which the C. of E. party of the Cameron Highlanders will attend as their Parade service), will be conducted by the Rev. A. J. Stevens, chaplain. Holy Communion will be administered at mid-day. At the 6 p.m. service, the Right Reverend the Bishop of Victoria will preach.

CAPTAIN Horan of the transport *Warrior*, which was in collision with the British steamer *Trav* at Mailla on January 3rd last, has been fully exonerated from all blame by the marine board which investigated the case. "The findings of the board show that the circumstances were such that Captain Horan had no control over them whatever."

ALLARGED CONTEMPT OF COURT.

A PROHIBITORY ORDER.

In the Supreme Court yesterday afternoon before His Lordship the Chief Justice an application was made which alleged contempt of Court. This was a motion that Kwan Koon Sue, otherwise Kwan Tao Shue, of No. 51, Bonham Street West, Fung Hing Cheun, of No. 124, Wing Lok Street, and Shum Pak Ming, of No. 61, Bonham Street, be committed to prison on the ground that, in breach of the prohibitory order made in an action on Dec. 4th, 1907, between Kuei Ching Tang (trading as the Tai Tak Tung bank) and the Wing Shun Firm, they did sell the goods mentioned in the prohibitory order, and appropriated the proceeds of the sale, and disobeyed the order of the Court.

Mr. Slade (instructed by Mr. d'Almeida e Castro) made the application on behalf of the plaintiffs, Mr. Pollock K.C. (instructed by Mr. Looker, of Messrs. Deacon, Looker and Deacon) appeared for the first three respondents, and Sir Henry Berkeley (instructed by Mr. Bowley of Messrs. Denny and Bowley) appeared for Shum Pak Ming.

Mr. Slade said Shum Pak Ming had closed to deny partnership so that the motion could not continue against him.

Sir Henry Berkeley asked that the motion be discharged with costs. He contended that he was entitled to costs since he had attended. The motion so far as it referred to Shum Pak Ming was discharged and argument as to costs was deferred.

The case for the plaintiffs was that he had obtained an interim prohibitory order attaching 30,000 piculs of pears and beans, and 6,000 piculs of peanut oil. Judgment was subsequently obtained against the defendants for sum of \$37,222.22, and \$208.33. Writs of execution were issued, and prohibitory orders for the attachment of moveable property of the defendants were issued and served on the Wing Shun firm, prohibiting them from delivering 20,000 piculs of pears and beans, and 6,000 piculs of peanut oil to the defendants or to any other person. Subsequently the Wing Shun firm sold the goods covered by prohibitory order, after the service of the interim prohibitory order, but contended that the goods did not belong to the defendant firm.

Mr. Pollock contended that the men could not be committed for disobedience unless there had been personal service.

The Chief Justice:—Have you any authority for saying personal service must be proved if they admit it by their act, and the admissions of their solicitors?

Mr. Pollock: He was appearing for the firm. This is an application to commit individuals.

The Chief Justice: I presume these individuals who discussed the matter were their solicitors.

Argument was continued during the afternoon.

DESPERATE GAMBLERS.

TRAGIC END TO A GAMBLING RAID.

Wang Fui is dead. Such was the vague information which reached us this morning. On making the necessary inquiries a *Hongkong Telegraph* reporter learnt from the police that Wang Fui was a carpenter, about thirty years of age, residing at West Point, and that he had died as the result of internal injuries received in attempting to evade arrest.

It appears that on Sunday morning last information reached the police at No. 7, Police Station that a gambling school was in full swing at 222, Des Voeux Road West. Getting together a *gang* of men, Sergeant Aris visited the premises. The tip was correct, for through a crack in the partition about thirty men, if not more—10-12 seated, others standing—could be seen around a table laying on their fancy. The house was then charged. In the confusion that followed two men—Wang Fui being one of them—in attempting to escape arrest, jumped over the verandah—a drop of some thirty feet. Wang landed on his back on the street and was removed to the Government Civil Hospital, where he died last night. The other man fell on the hood of a ricksha belonging to the manager of the Connaught Hotel, and was slightly bruised. He also was conveyed to hospital, but was discharged yesterday morning.

In all the police captured about eighteen, all of whom were fined the following day at the Police Court.

A TOKIO telegram of 24th ult. to the *N. C. D. News* says:—The G. N. S. *Minasato* went ashore near Shimoda, but has been re-located without sustaining any damage. The O. S. K. S. *Maru* bound for Chemulpo is missing.

MR. Chan Chuck Nam, of the Wesleyan Church, will speak at the Chinese Y. M. C. A. on Sunday afternoon at the 3.30 o'clock. Mr. Harold Millard, of London, will speak at the English meeting at 4.30. His subject will be "A purpose in life."

IT is reported that H.E. Chen Pih, President of the Ministry of Posts and Communications, intends to revise the regulations of the Chao Shang Chu (China Merchant Steam Navigation Company) and to canvass for more shares for establishing a foreign service.

ON Saturday morning (25th ult.) the iron screw-steamer *Victoria* (934 tons), which was recently seized by order of the Mixed Court Magistrate at Shanghai, as the result of an action brought by several creditors of the owners, a Newchuan native firm, was offered for sale by auction by Messrs. Noel Murray & Co. There was a good attendance, but the bidding was practically confined to two native firms—Messrs. Hung Kong and Tong Tsang.

Bidding began at 11.10 a.m. and rose by increments of 100 and 250 to 17,150,000 taels. The highest bidder was Mr. Tong Tsang, because the purchase.

CANTON DAY BY DAY.

PRIVATE ENTERPRISE.

[From Our Own Correspondent.]

Canton, 30th January. Hanlin Kong Hung-yun and others of this city have petitioned the Canton Bureau of Agriculture, Industry and Commerce to the effect that they intend to float a company with enough capital to establish an electric light works and a water supply service in the town of Faishan and the port of Kongmoon, and requested sanction of the privilege of forming the company. In reply, the Bureau stated that the petitioners' proposed undertaking is for the benefit and convenience of the general public, and have accordingly instructed both the magistrats of Namhoi and Banui to make an inquiry into the advisability of the undertakings being established in each of those places and to report accordingly.

WEST RIVER PATROL. Admiral Li Chun has completed a satisfactory arrangement and has now drawn up a complete code of regulations governing the patrol of the waterways of the West River by the vessels of the Canton Navy. H.E. has forwarded a copy of these regulations to the Canton Likin Bureau and the Canton Shan Chow Chu for their information.

WHOLESALE EXECUTION. Yesterday, twenty-six criminals were taken out of the Nambol and Panyu Prisons to the Execution Grounds, where they were all beheaded for having been found guilty on numerous criminal charges, especially armed robbery.

PROPOSED GAS WORKS. A merchant, named Kwin Chiu-chun, and others, who applied for permission to float a Company with a capital of \$1,000,000 to establish a gasworks to supply the city with coal illuminant, have been sent for by the Canton Bureau of Agriculture, Industry and Commerce to be questioned as to the reliability of these men and what are the regulations they propose for the company, with a view to sanctioning the proposal, as the Canton General Chamber of Commerce, which was deputed to inquire into the scheme, has reported favourably thereon.

SMALL-POX ON BOARD N.Y.K. "NEKKO MARU."

The *Manila Times* of 27th ult. reports:—When it was discovered yesterday afternoon that the Nippon Yusen Kaisha steamer *Nikko Maru* from Japan had three cases of small-pox on board she was at once ordered by the quarantine officer to Mariveles.

The three cases reported are said to be entirely confined to members of the crew, no passengers in the first or second class having contracted the malady. The great test precautions are being taken owing to the severity of the outbreak at Kobe. On the day the steamer left that port, there were no fewer than 973 cases in the hospital and 75 deaths to that date.

The *Nikko Maru* is at present at Mariveles and is not expected to come up to the anchorage before to-morrow afternoon. She will be allowed to bring up her passengers provided they have complied with the vaccination law, and they will be landed in due course.

The following Manila passengers are on board in the first cabin. Reverend Faustino Rodriguez, Reverend Jose Espina, J. H. Clark, Lieutenant H. H. Johnson, and Carlos Young, manager of Macor-dray and company.

The steamer will not be unnecessarily delayed at this port. She will probably be ready to resume her voyage by to-morrow evening or early on Wednesday morning.

Some uneasiness is felt by those who have friends on the Pacific Mail steamer *China* due this afternoon from Japanese ports, that she, too, may have the scourge on board and she will necessarily have to undergo a complete examination, including the passengers and crew, before she will be granted pratique.

OUR Tokio correspondent of the *N. C. D. News* telegraphing on the 25th ult. says:—Viscount Aoki, late Ambassador to the United States, returned to Tokio to-day. One Tokio paper contains an editorial in which it expresses sympathy with Viscount Aoki, and points out that "democratic America is not the right place for a senior diplomatist who had twice represented Japan in Berlin." The article declares that Viscount Aoki was not alone responsible for the situation which led to his recall, but rather on the most trustworthy authority that the supreme power intends to reorganize the Japanese diplomatic service generally, when the parliamentary upheaval is over. Meanwhile the passage through parliament of the demand for increased taxation is assured.

THE behaviour of Japanese in Manchuria especially in Lingen Province, is causing so much complaint that it cannot be passed without some reference. Two eye-witnesses, recently returned from Manchuria, informed me, writes a correspondent, that at Mukden, Tiehling, Liangyan, and other big towns, not only are poor Chinese frequently molested in the streets by Japanese bad characters, but also Europeans and Americans have often been jeered at and honied. No redress, it is said, can be had from the Japanese authorities. Indeed to complain is sometimes to make matters worse afterwards, and very few Chinese care to run the risk.

The Chinese officials, says the *Viceroy Hsu* high-chang downwards, are quite helpless and can do no more than make weak diplomatic protests, which are often ignored by the Japanese authorities. I am told also that both foreign and native passengers on the South Manchuria railway have been ill-treated by the guards without the smallest provocation. There is no doubt that the condition of things in the Three Eastern Provinces is worse than it was before the war for the country is crowded with bad characters, whose behaviour is far more to be condemned than was that of the Russians.

N. C. D. News.

LOSS OF "S. S. YIK SANG."

FULL TEXT OF THE FINDING.

The full text of the finding of the Marine Court of Inquiry into the loss of the steamship *Yik Sang*, is published in the current issue of the *Gazette* and is as follows:—

We find that the British steamship *Yik Sang*, Official No. 115,824 of London, of which William Shadrach Thomas, master mariner, certificate of competency No. 1,599, Hongkong, was master, left Wakamatsu, Japan, at 3 p.m. on the 10th January, on a voyage to Canton, with a full cargo of coal and no passengers. All went well until passing Ockau Island, of which a four point bearing was taken, which placed the ship 6 miles off that light when ahead at 1.47 p.m. on the 14th January. The course was altered at that time from 38° to 105° 48' W. (True), the engines making 68 revolutions, which should give her about 8 knots. After losing sight of Ockau, nothing further was sighted. The weather was fairly clear, but misty at intervals during the night, wind N.E. to E.N.E., varying in force from 3 to 4. Sea slight from N.E. At 11.50 p.m. the course was altered to S. 45° W. (True) in order to be on the safe side; Chapel Island Light not having been sighted.

Immediately after this alteration of course the master left the bridge, leaving orders to be called should the weather become thick. The mate, William Gibb, certificate of competency as master, No. 024,433, Greenock, was at that time in charge of the deck, but was relieved at midnight by the second mate, James Pringle, certificate of competency as mate, No. 2,215 Hongkong. Nothing was sighted during his watch, and the weather continued as before, misty at intervals. At 4 a.m. the mate again relieved the deck, and remarked upon it being "still misty." The Japanese coal in use in the furnaces caused a considerable amount of smoke, which obscured the view to leeward, in the direction of the Brothers. At about 4.15 a.m. the mate saw the High Brother about two ship's lengths distant, a few degrees on starboard bow, through a rift in the smoke. He immediately put his helm hard a starboard, and the ship had turned through about 7 points when she took the ground amidships at about 4.14 a.m.

After grounding, the ship rapidly filled, and the boats were got into the water; the Chinese crew rushed the boats, and one was swamped alongside. The master was the last to leave the ship, the chief engineer failing to follow him, after refusing to precede him. The Chinese in the boat, in which the master, mate and second mate were, insisted upon shoving off, and the chief engineer had to be left behind. The boatwain, a Chinese, who was in charge of the other boat occupied, in spite of orders to the contrary, insisted upon attempting to land on the rocks, with the result that his boat was swamped. Five Chinese were found to be missing at 10 a.m., but there is no evidence to prove from which boat they were lost, or whether they ever even left the ship. The ship sank shortly after the boats left her.

We find that the ship was properly and prudently navigated. That a proper look out was kept, and all reasonable precautions were taken. The accident was, in our opinion, due to a very abnormal set of the current.

The officers' certificates are not dealt with. Given under our hands at Victoria in the Colony of Hongkong, this 29th day of January, 1908.

BASIL TAYLOR, Commander, R.N.,
Sipendary Magistrate and President of the Court.

M. H. PENFOLD, Commander, R.N.,
HENRY PYBUS, Commander, R.N.,
Master, British s.s. *Empress of Japan*,
A. E. HODGINS,
Master, British s.s. *Witching*,
F. JAMIESON,
Master, British s.s. *Singon*.

THE MANILA CARNIVAL.

TO "WHOOPE" UP" ALONG CHINA COAST.

Thus the *Manila Times*:—There is a prospect that these last days preceding the carnival effort will be made to "whoop'er up" in Singapore, Yokohama, and the China coast cities. It is beginning to be realized that enough has not been done to arouse interest there in the carnival, and steps are now contemplated by which the big festival will be more effectively advertised.

C. W. Rosensstock, who represented the carnival association in China a month or two ago, leaves on the *China* next Tuesday on private business in Hongkong and Shanghai in connection with his directory, the latest edition of which has just been issued, and he has again offered his services to the carnival association, and they will probably be accepted.

Among the schemes which have been mentioned with a view to advertising the carnival in China, is the use of the Filipino band, and volunteer company in Shanghai, which it is believed could be secured and would help greatly in booming the big show. Large posters advertising the constabulary band, one of the two or three best, according to Sousa, in the world, and the fact that it will play nightly, and also announcing the attractions of Manila, the old wall, the most picturesque and best preserved of its kind to be planned—something that will shake up the China coast cities—and let them know Manila and the carnival are alive.

Some attention will also be given to the fact that the cholera is now practically a thing of the past and that once more Manila is a clean, open and waiting to receive its visitors with open arms and a warm welcome. Special attention is planned for tourists arriving on liners at Yokohama, and the newspapers in the various cities mentioned will be enlisted in the cause and asked to help the thing along.

By these means it is believed any apathy which may have arisen owing to postponement will be dissipated and a lively interest be once more awakened in what is destined to be the biggest show that ever amazed the Far East or made the stars of the Southern Cross open their eyes and stare.

RECOLLECTIONS OF A SECRETARY.

Due perhaps to great extent to the confidential nature of the greater part of their duties, and daily round, it is probably unlikely that there are many classes or professions who enjoy greater scope for strange incidents and tales at the expense of their seniors than the "ever ready always watchful secretary" and so long as no names be mentioned but little harm can be done relating a few.

The "bête noir" of the Singapore Secretary is the "Annual General Meeting." As you all know, it is always provided in the Articles of Association of a company that a quorum for a general meeting shall be so many, say five say six, and was beside the poor secretary of any company the quorum of which for a general meeting is made to be more than "two persons personally present," for in no cases out of 100, if such be the case, it will occupy the secretary's whole morning fruitlessly endeavouring to ensure that the provided "5 shareholders shall be present in person"—that useful phrase "in person"—and the hateful legal light who invented it, for one can get plenty of people "present in spirit" but when it comes to being present "in person" it is quite another tale. "Sorry Mr." but that's all of it to the "Agree to-day," or "Timbuctoo" or somewhere, that is if it happens to be any day but Thursday or Saturday which have the "Europe's panya" mail, and on which day you might just as well hope to get a quorum as to gather pearls from a convulsed bush. Many is the meeting held in the Singapore Exchange, at which the two people present in person at the advertised time, that is to say, the very noble chairman and the noble secretary have found it necessary to go upstairs to "the Club" and gather in all those in that highly populous spot who happen to hold scrip in the "Pahang Hull Bear and Sheep's Hand Company Unlimited," in order that the business of the meeting may proceed in accordance with the law provided.

And what a funny function a Singapore Company meeting is when one does happen to get a quorum. Says Mr. Chairman, "I hope we shall be long gentlemen," and is interrupted by "beery-face" who, as he reaches across the table for a cigar, mutters under his breath "Hope we soon be shat." The latter having subsided, Mr. Chairman explains, "Notice your hands require to be gentlemen proper taken as read," nobody objects, as it is taken as read, "Gentlemen," he proceeds, "minutes last meeting very lengthy better take as read. Do you agree gentlemen?" Nobody hears what he says all are discussing something else, no minutes are taken as read. "Report and Accounts shareholders hands prescribed time no comment necessary me your permission taken as read." Silent permission is given and the next exertion of the Chairman is to "invite any questions shareholders may wish to ask," which remark is productive of nothing more remarkable than a smile all round and steps are then taken to re-elect directors &c. One is really led to surmise that it would be just as well to "take the meeting as held" and not forsake the bar.

A "Directors' Meeting" is frequently not a great deal more interesting and requires quite as great exertions to ensure a day and hour on which the whole four or five will be able to meet. One has to go to a Legislative Council, another to a Municipal Council, while a third is already booked for "The Rubber Rubber Company" and peradventure a fourth is on the jury, and a fifth on the jag, or irretrievably lost to the "hold" of the Club. Then when they do meet it's "I hope we shall be kept more than quarter of an hour eh?" Great is the sport to be picked up at the table after the meeting, the Hon. Mr. has amused himself by making lightning sketches of the profile of plain "Mr." whilst Mr. has drawn wonderful designs of a pattern which never appeared in either a geometry primer nor yet in a wall paper designers' catalogue. "Cute and canny Mr." will have disclosed his latest purchase in Straits Traders by arms and calculations set out all over his agenda paper, and the bottom of the page will show \$2.35 in bold black pencil underlined about to times, which can safely be assumed to represent his anticipated profit on the deal. Another will amuse himself by scribbling all over from top to bottom of his paper "I am dear Sir Yours truly," then follows his signature in all its bold magnificence. Once upon a time one was even caught writing "you a lovingly" on his paper, at that was years ago before somebody married him. Another's favorite form of amusement is to draw armies of marching soldiers, made by straight lines and dots.

Another good game in Singapore secretarial circles is that of "getting 'cheques' signed." It is played by the secretary and the tumbler, the former swears and curses at the latter and the latter tries to find some director who is in, who is also not engaged, and further is in a grand temper. Strange to say the apathy to signing cheques generally abates when they are in receipt of directors' fees or dividends, and who in Singapore shall be so bold as to call in this phenomenon?—*Singapore Free Press.*

THE gum used in the manufacture of Chinese Imperial postage stamps is, in many instances, of very inferior quality and much inconvenience would be removed if a more a "chevy" quality were utilized in future.—*N. C. D. News.*

AMERICAN (Manchuria) 4th inst.
Indian (Kanton) 1st inst.
The s.s. *Shimada* left Shanghai on 31st ult. and is due here on 3rd inst. after.

The N.Y.K. s.s. *Sode Maru*, due on 4th inst. left Shanghai for this port direct on 31st ult. and is expected here on 3rd inst.

SHIPPING AND MAILS.

AMERICAN (Manchuria) 4th inst.
Indian (Kanton) 1st inst.
The s.s. *Shimada* left Shanghai on 31st ult. and is due here on 3rd inst. after.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new)	80,000	\$125	\$125	\$1,000,000	\$1,797,167	{ 4.15/- for 1 year ending 30.6.07 @ ex 1/2 3/10 \$16.04	5 1/2 %	\$710 \$715 new issue London 270
National Bank of China, Limited	10,025	£7	£6	{ 12,755 \$500,000	£1,253	\$2 London 3/6 1907		\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	11,000	\$250	\$50	\$1,500,000	none	\$20 for 1906	8 1/2 %	\$245
North China Insurance Company, Limited	10,000	£15	£5	{ 125,000 Tls. 100,000 Tls. 48,043	Tls. 204.4	{ Final of 7/6 per share making in all 15/- for 1906=Tls. 2.65	6 %	Tls. 87 1/2 sellers
Union Insurance Society of Canton, Limited	5,400	\$250	\$100	{ 35,000,000 £135,137.15 \$817,628	£460.40	{ Final of 112 making \$42 for 1905 and interim of 13 for 1906	5 %	1830
Yangtze Insurance Association, Limited	8,000	\$100	\$40	{ 80,000 \$319,383	£394.520	1 1/2 year ending 31.12.5		{ 1150 \$1371
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ 1,000,000 \$320,440 \$7,616	1362.980	24 and bonus \$2.00 1905	8 1/2 %	\$98 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ 1,000,000 \$320,440 \$7,616	1435.236	\$40 for 1905	12 %	\$335
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ 75,000 \$264,638	\$365	11 for 1906	6 1/2 %	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ 100,000 \$36,888	Nil.	24 for year ending 30.6.07	10 %	\$10
Hongkong, Canton & Macao Steamboat Co., Ltd.	40,000	\$15	\$15	{ 60,000 \$186,989	137.101	11 for 1st half-year ending 30.6.07	6 1/2 %	129 sa. and b.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ 60,000 £270,000	£3.694	5/- for 1906 @ ex 2/2 = \$2.14 per share	3 1/2 %	{ 138 \$28
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ 1,000,000 Tls. 54,373	Tls. 13,327	Interim of Tls. 12 for account 1907	12 %	Tls. 46 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ 1,000,000 £1,871	172,370	Interim of 1/- (Coupon No. 8 for a/c 1907	4 1/2 %	Tls. 50 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ 10,000 \$33,957	\$137	{ \$1.00 for year ending 30.6.07 \$0.50	{ 4 1/2 % 4 1/2 %	\$24 buyers \$12 buyers
Taku Tug and Lighter Company, Limited	1,000	Tls. 50	Tls. 50	{ 1,000 Tls. 410,479 Tls. 62,000 Tls. 81,300 Tls. 30,000	18.730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ 145,000 none	10,218	18 for year ending 31.12.06	7 1/2 %	\$109 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ 100,000 none	Tls. 8,935	1907		\$14 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ 100,000 Tls. 100,000	11,358	Tls. 2 (8 1/2) for year ending 31.8.05	5 %	Tls. 80
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ 1,000,000 £284,398	£11,556	Final of 1/6 (No. 9) for 1907	7 1/2 %	Tls. 15.40 b.
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ 50,000 £4,873	£11,358	No. 17 of 1/- = 48 cents		\$8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ 104,124 none	10,335	\$1.75 for year ending 31.12.06	11 1/2 %	\$15
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$10	\$10	{ 10,000 £23,152	13,047	Interim of \$2 for six months ending June 30th 1907	6 1/2 %	{ \$55 old \$53 new
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ 100,000 \$100,000	491,580	\$4 for 1st half-year ending June 30th, 1907	8 1/2 %	\$8
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ 1,000,000 Tls. 487,210	10,459	Interim of Tls. 2 for six months ending 31st October, 1907	4 %	Tls. 77 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ 1,000,000 Tls. 100,000 Tls. 75,000	23,127	Interim of Tls. 8 for account 1907	8 1/2 %	Tls. 212 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ 15,000 Tls. 15,000	Tls. 3,388	Tls. 6 for 14 months ending 28.2.07	6 %	Tls. 105
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ 30,000 \$1,000	10,908	\$2 1/2 for year ending 30.6.07	11 1/2 %	\$20 sellers
Central Stores, Limited	50,723	\$15	\$15	{ 50,723 \$648,975	19,178	\$1.80 for 1906	13 %	\$14 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ 12,000 \$36,075	10,925	\$4 for 1st half-year ending 30.6.07	7 1/2 %	\$104
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ 100,000 \$250,386	\$3,915	{ Final of \$31 making in all \$7 for year ending 31.12.07	7 %	\$102 1/2 ex div.
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ 100,000 \$50,000	\$11,567	80 cents for 1905	7 1/2 %	\$10 ex div.
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ 6,000 none	\$1,089	\$2 1/2 for 1906	7 %	\$35 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ 1,000,000 Tls. 869,453	Tls. 61,978	Interim of Tls. 3 for account 1907	7 %	Tls. 107 sales
West Point Building Company, Limited	12,500	\$50	\$50	{ 12,500 none	\$1,541	{ Final of \$2.10 making in all \$4.10 for year ending 31.12.07	8 1/2 %	\$48 ex div.
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ 15,000 Tls. 23,276	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	4 1/2 %	Tls. 56 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	{ 15,000 \$60,000	\$14,269	50 cents for year end 31.7.07	5 %	\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ 150,000 Tls. 150,000	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 1/2)		Tls. 55 sales
Lau-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ 80,000 Tls. 28,257	Tls. 31,469	Tls. 8 for 1906		Tls. 73 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ 7,000 Tls. 28,257	Tls. 50,663	Tls. 50 for 1906		Tls. 270 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ 1,299 £1,299	£618	1/3 per share for 1906	9 %	\$71
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ 1,200 £10,000	1653	\$9 for 1905		\$10 buyers
China-Borneo Company, Limited	10,000	\$12	\$12	{ 10,000 none	Nil.	\$1 for 1904		\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ 50,000 Tls. 889	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905		Tls. 38 sellers
China Light and Power Company, Limited	10,000	\$10	\$10	{ 10,000 none	\$35,000	60 cents for year ended 31.2.06		16
China Provident Loan & Mortgage Company, Ltd.	25,000	\$10	\$10	{ 25,000 \$10,000	3,793	80 cents on 100,000 shares for 1907	9 1/2 %	\$8 ex div.
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ 25,000 \$5,000	\$2,974	\$1.30 for year ending 31.7.07	7 1/2 %	\$17
Green Island Cement Company, Limited	100,000	\$10	\$10	{ 100,000 \$11,000	\$10,804	Interim of 50 cents per share for a/c 1907	8 1/2 %	\$11 1/2
Hall & Holts, Limited	21,000	\$20	\$20	{ 21,000 \$186,000	\$15,002	\$2 1/2 for year ending 28.2.07	11 1/2 %	\$21 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ 60,000 none	\$2,953	1 per share for year ending 28.2.07	6 1/2 %	\$15
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ 5,000 \$105,000	\$4,361	Interim of \$4 for year ending June 30th 07	9 1/2 %	\$240
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ 50,000 \$36,075	\$4,212	Interim of 80 cents per share for a/c 1907	8 %	\$25
Maatshappij tot Rijst, Bosch en Landbouwexploitatie in Langkat, Limited	25,000	Gls. 100	Gls. 100	{ 25,000 Tls. 547,500	Tls. 10,374	{ Final of Tls. 7 1/2 and bonus of Tls. 2 1/2 making in all Tls. 32 1/2 for 1907	8 %	Tls. 410 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ 25,000 Tls. 27,673	Tls. 27,673	ing in all Tls. 32 1/2 for 1907	8 %	\$13
Peak Tramways Company (new)	25,000	\$10	\$10	{ 25,000 none	\$2,655	\$1 per sh. or period from 19th Oct. to 30th Apr. 07		\$2
Philippine Company, Limited	67,500	\$10	\$10	{ 67,500 none	Jr. P. 34,324	None		16 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ 100,000 Tls. 7,990	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 108 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ 5,400 Tls. 67,323	Tls. 9,751	Tls. 4 for 1905		Tls. 45 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ 45,000 Tls. 8,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906		Tls. 65 buyers
Shanghai-Sum Tra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ 30,000 Tls. 24,830	Tls. 7,843	Interim of Tls. 5 for a/c 1907	8 %	Tls. 124 sales
Shanghai Waterworks Company, Limited	16,350	£20	£20	{ 100,000 Tls. 100,000	Tls. 85,592	Interim of 1 1/2 for account 1907 (old)		Tls. 350 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ 6,000 none	Jr. 44,934	Interim of 1 1/2 for account 1907 (new)		120
Steam Laundry Company, Limited	20,000	\$5	\$5	{ 20,000 Tls. 15,195	\$478	None		46 sellers
Tientsin Waterworks Company, Limited	7,000	Tls. 100	Tls. 100	{ 7,000 Tls. 4,000	Tls. 201	40 cents for year ending 31.5.7	6 1/2 %	Tls. 97
Major Waterboat Company, Limited	50,000	\$10	\$10	{ 50,000 none	\$349	First year		\$11
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ 10,000 \$35,000	\$1,360	80 cents on 9,000 ord. shares and 21.8.06 on 100 Found. shares for year ending 31.5.07	8 %	\$10
Watson (A. S.) & Co., Limited	9,000	\$10	\$10	{ 9,000 \$30,000	\$3,482	Interim of 30 cents for account 1907	6 1/2 %	\$10 1/2 buyers
William Powell, Limited	15,000	\$10	\$10	{ 15,000 none	541	{ Final of 32 cts. making 80 cts. for the year ended 30th June, 1907		\$5 1/2 buyers

* These shares are entitled to half of the profits.

Mails.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, DJIBOUTI, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "YARRA"

Captain Seller, will be despatched for
MARSEILLES on TUESDAY, the 4th
February, 1908, at 1 P.M.
This steamer connects at Colombo with the
Australian line s.s. *Australia* bound for Mar-
seilles via Bombay and Aden.
Passage tickets and through Bills of Lading
issued for above ports.
Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *OCEANIAN* 18th Feb.
S.S. *ERNEST SIMONS* 3rd Mar.
S.S. *TONGA* 17th Mar.
J. MILLET,
Agent.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).
PROPOSED SAILINGS FROM HONGKONG.
FOR BOSTON AND NEW YORK.
S.S. *"SHIMOSA"* 12th February, 1908.
For Freight and further information, apply
to Agents.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 21st January, 1908.

Intimations.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE.

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&c. &c. &c.

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1901.

The Whisky
of Great Age

DEWAR'S

IMPERIAL

Sole Agents: BUMANN & BERBLINGER

16, 18 & 17, Connaught Road Central